

COOS COUNTY AREA TRANSIT TRANSIT MASTER PLAN



Prepared For:

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PREFACE

The development of this plan was guided by the Project Management Team (PMT), Project Advisory Committee (AC), and the Coos County Area Transportation District (CCATD) Board. Each individual devoted their time and effort to provide valuable input and feedback and their participation was instrumental in the development of the plan.

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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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1. INTRODUCTION

- 1.1 History and Organization of CCAT District
- 1.2 Project Purpose and Process
- 1.3 Public Involvement Process

1. INTRODUCTION

The following describes the history and organizational structure of CCATD, the Transit Master Plan (TMP) purpose and process, related plans and programs, and provides an overview of the public involvement that helped to inform and guide this TMP.

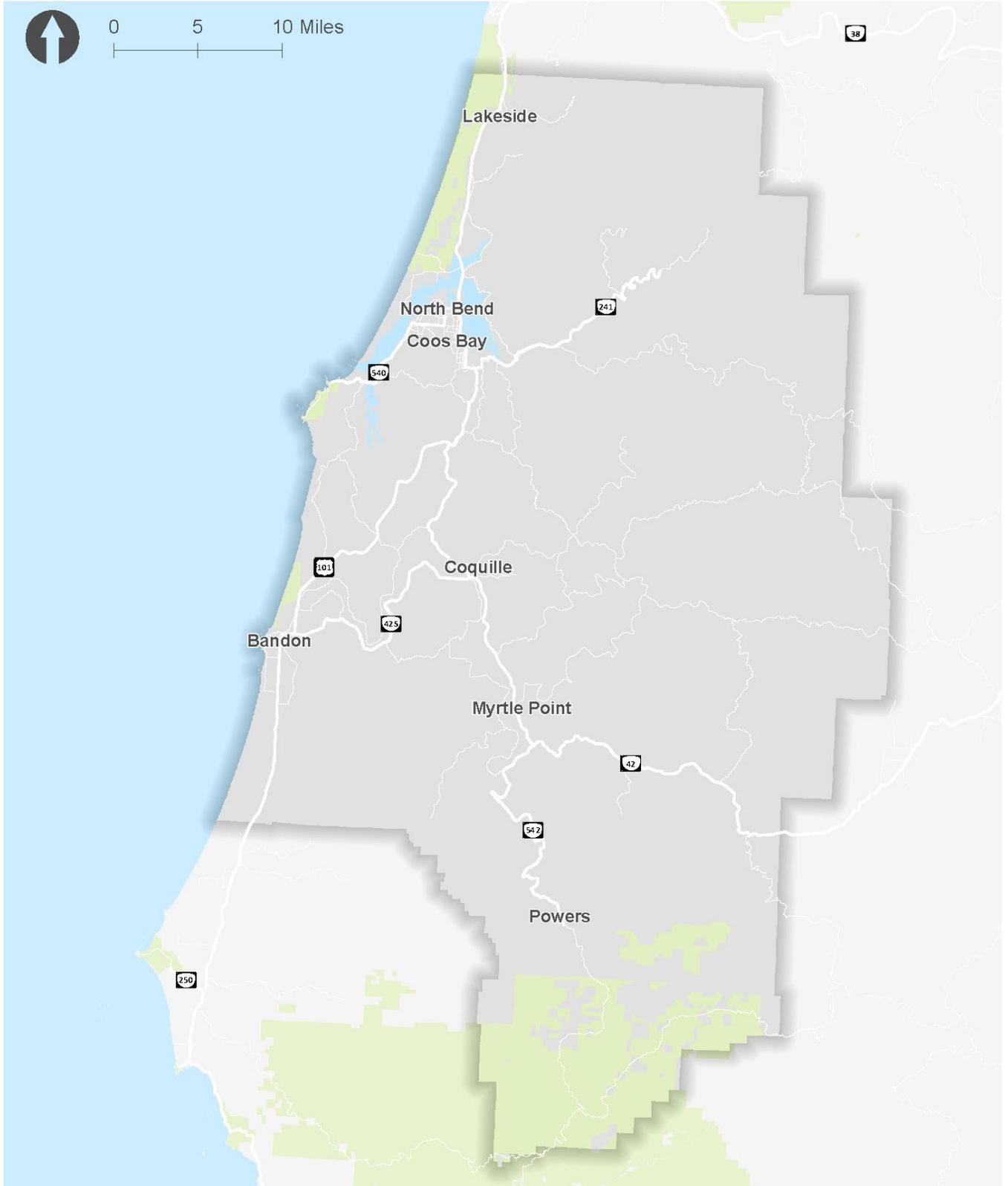
1.1 HISTORY AND ORGANIZATION OF CCATD DISTRICT

CCATD is a municipal corporation of the State of Oregon, providing public transit service throughout Coos County. In 2016, Coos County completed a Coordinated Human Services Public Transportation Plan which primarily involved area health service provider stakeholders. In contrast, this TMP involves economic interests, tribes, schools, and other community stakeholders. In 2019, the Coos County Commissioners approved an order initiating the formation of a transportation district, after all seven cities within the county declared their interest in joining. As a result, CCATD formed its own governing body and became a non-taxing transportation district. **Reference A: Existing Conditions Memorandum #1** provides more details.

In September 2018, the Oregon Department of Transportation (ODOT) completed the Oregon Public Transportation Plan. This plan established a vision for Oregon public transportation and addressed the increasing needs and opportunities for public transportation throughout the state. With new funding opportunities now available from the state and growth expected over the next 20 years, this is an opportune time to develop the TMP. CCATD staff and Board believe that addressing the district's financial stability, investigating different service models to address the growing demand for and cost of paratransit service required by the Americans with Disabilities Act (ADA), and addressing the fluctuating demand for fixed-route service can lead to enhanced economic development and transit efficiency within the County. CCATD introduced route changes that went into effect in July 2019 in response to budget constraints. This plan evaluates CCATD's ability to restore some of the prior service cuts and considers the district's long-term needs.

Figure 1.1 depicts the district's boundary, which coincides with the Coos County's boundary.

Figure 1.1 Coos County Transit Master Plan Study Area

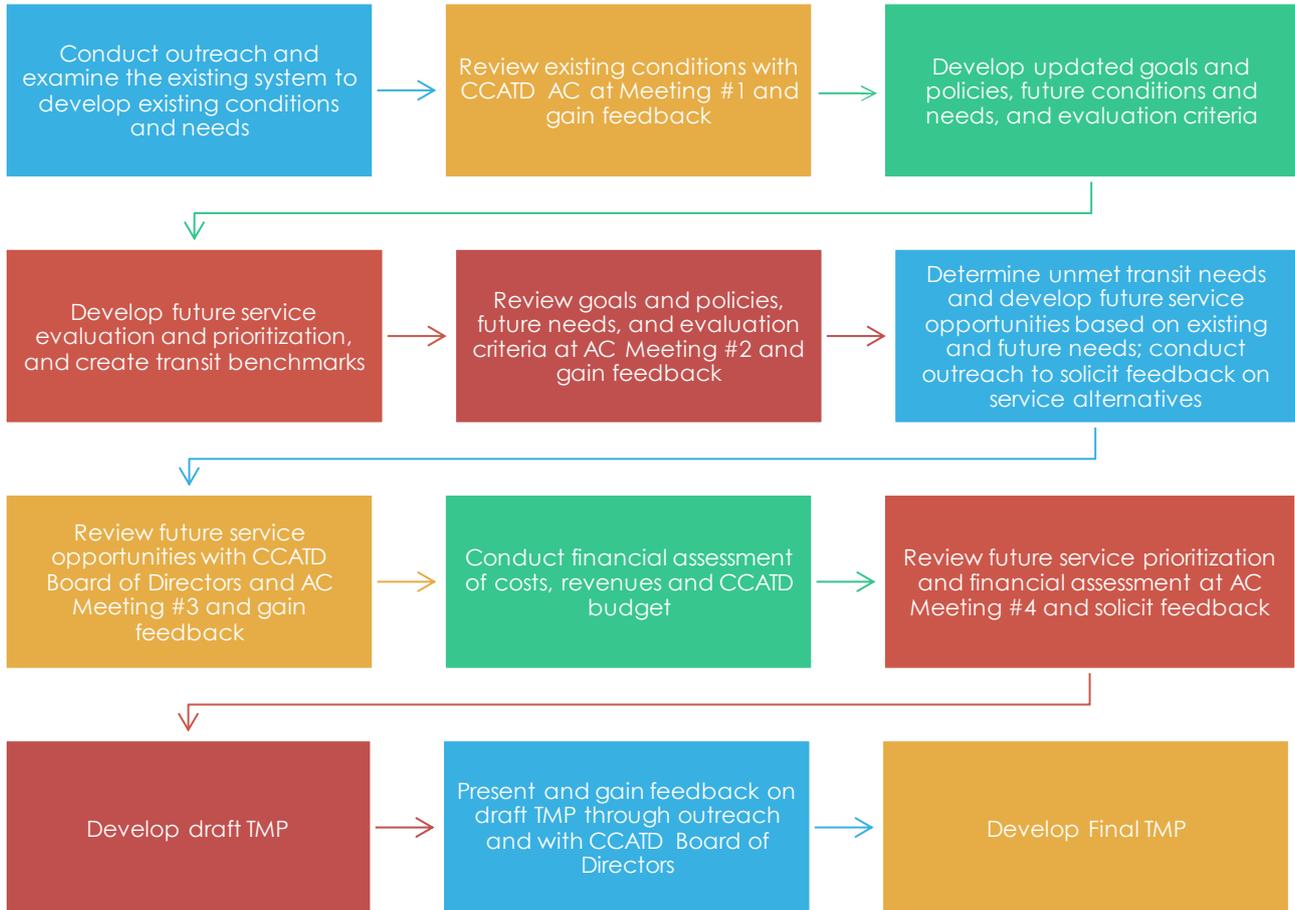


1.2 PROJECT PURPOSE AND PROCESS

This TMP provides short-, mid-, and long-term strategic guidance to CCATD for providing transit services, siting bus stops and facilities, and coordinating with adjacent transit providers. The planning process examined how to improve CCATD's financial sustainability, enhance urban and rural services to meet the needs of target populations (e.g., low-income, senior, youth, populations with Low English Proficiency), and address future regional growth. **Reference A: Existing Conditions Memorandum #1** describes the planning process in more detail.

Figure 1.2 shows the project process, including outreach (red), Advisory Committee (AC) meetings (blue), and document development (green). These activities are described later in this plan.

Figure 1.2. Project Process



1.3 PUBLIC INVOLVEMENT PROCESS

The project management team (PMT) began work on the plan and its supporting memos and activities in April 2019. Outreach activities conducted between April 2019 and December 2020 are summarized below. Each outreach activity included a range of advertising and marketing efforts to obtain participation, including email notifications and social media announcements. Further details are provided in **Reference A: Existing Conditions Memorandum #1**. The results of the online and onboard survey, outreach events, and driver survey are summarized in **Reference G** through **Reference J**. Key findings from these efforts are presented later in this section.

Due to the ongoing 2019 Novel Coronavirus pandemic (COVID-19), the second round of surveys was conducted online and all meetings in 2020 were conducted virtually.

1.3.1 PROJECT WEBSITE

The website cooscountytransitmasterplan.com housed information that allowed the general public and advisory committees to stay informed about the project. Background documents, meeting materials, and finalized technical memos were provided on the website, along with the latest news about upcoming events. The website also provided an interactive map where anyone could provide comments, concerns, or suggestions about specific locations in and around the CCATD system.

1.3.2 ONLINE SURVEY

An online survey was conducted from June 17 to July 8, 2019 to gather input on potential improvements to the existing transit system. Participants expressed that providing secure shelters, increasing service hours, increasing service frequency, providing weekend service, and extending service coverage would help improve the system. Figure 1.3 summarizes the results from the first round of online and onboard surveys.

1.3.3 ONBOARD SURVEY

An onboard survey was conducted in September and October 2019 on five CCATD routes. Topics included existing travel patterns, service quality

perceptions, and suggestions for improvements. Respondents identified increased service frequency, extended service hours, and weekend service as key improvements. Figure 1.3 shows the summary of the first round of online and onboard surveys

1.3.4 OUTREACH EVENTS

Public outreach events were conducted throughout June and July 2019 to introduce the project to the community, solicit input on improvements to the existing transit system, promote CCATD service and the new routes and schedules that began in July 2019, and publicize the online open house survey in an effort to increase participation.

1.3.5 OPERATOR SURVEY

An operator survey was conducted in June 2019 and distributed to CCATD transit operators. Ten transit operators provided feedback on their experience as a CCATD employee. The following summarizes key themes from this survey:

- Employees' length of service ranged from 6 months to 10 years, with an average duration of 2.8 years.
- On a scale of 1 to 5, with "1" being the lowest and "5" being the highest, four employees ranked CCATD's service as a "5", four employees ranked CCATD's service as a "4", and two ranked CCATD's service as a "3".
- Two operators reported challenges with communication between the transit manager, transit supervisor, and dispatch, resulting in some operators not following the rules or insufficient notice of changes; however, one operator noted great support from supervisors to get challenges resolved.
- Five operators reported challenges with timing of operations, including service delays when picking up or dropping off wheelchair riders, general logistics of moving passengers, and delays in wait time for passengers.
- Improving transit vehicles ranked as the number one improvement if additional funding

were to become available, followed by improvements to existing transit service and transit stops. New service and staffing needs were also noted as improvements for consideration, such as additional dispatch support.

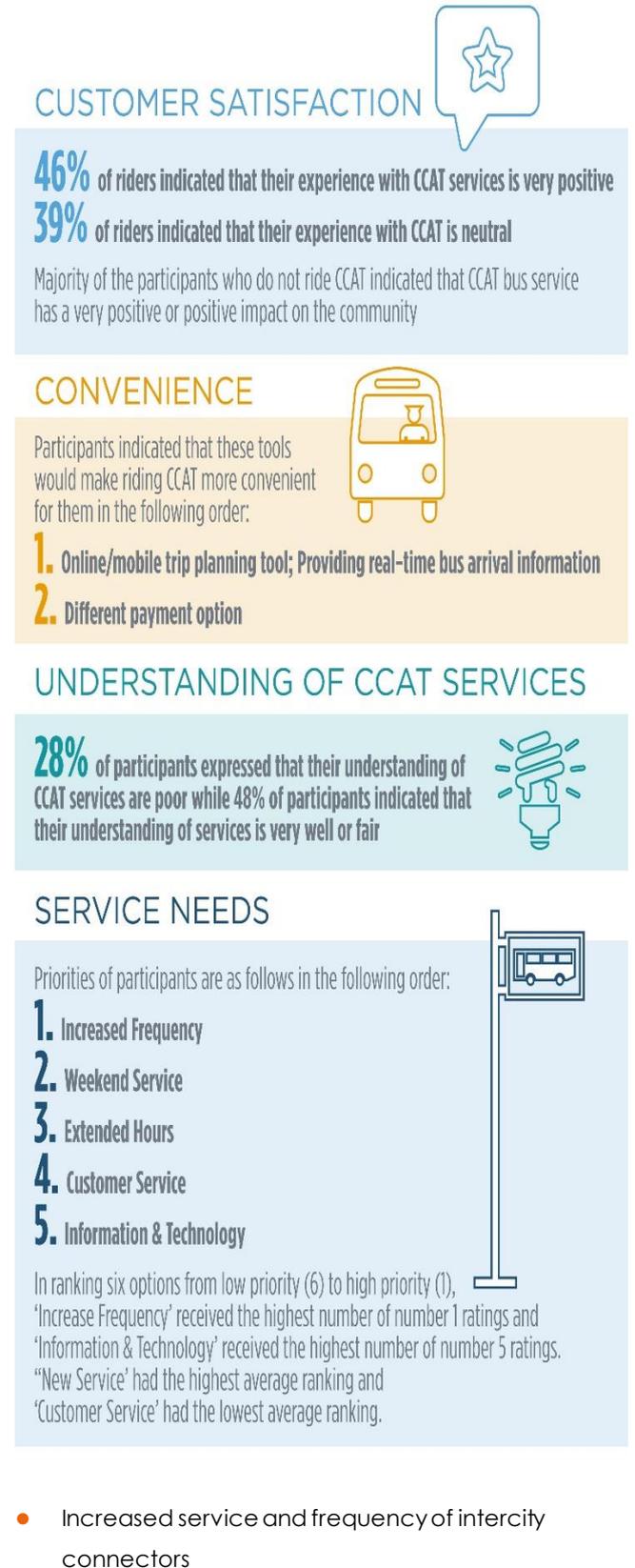
- The majority of additional recommendations voiced by operators included improvements to stop amenities, including signage, maps, seating, and posted schedules to help increase system visibility and rider awareness and service knowledge. One operator identified the need for a transit station for transfers, while another recommended coordinating with the State and County to issue senior/disability service cards for transit access.

1.3.6 FOCUS GROUP MEETINGS

A meeting was held with the Coos Bay Chamber of Transportation Subcommittee on June 19, 2019. The Transportation Subcommittee provided the following input on what they would like the plan to include:

- A need for increased service to Waterfall clients; Medicaid trips
- Potential transit service to the new Oregon Department of Human Services (DHS) facility by the Southwest Oregon Regional Airport
- Consideration of special service to Shore Pines
- Potential business fee (\$1) per trip on the shopper shuttle
- Increased service between Coquille/Myrtle Point and North Bend/Coos Bay

Figure 1.3. Summary of First Round of Surveys



The project process included several touchpoints where stakeholders and the public could provide input. Table 1.1 summarizes each activity's purpose and details.

Table 1.1. Public Involvement Activities

Type of Activity	Activity Details and Purpose
Project Website Throughout project	Provided updates on project activities and documents, including links to online surveys and open houses
Onboard & Online Survey #1 Onboard – September - October 2019 Online – June - July 2019	
Outreach Events June – July 2019 Coos Bay Farmers Market Bandon Farmers Market Coos County Fair & Rodeo	Understand the existing use and desired improvements of the transit system from existing riders' and non-riders' perspectives.
Driver Survey June 2019 CCATD Office	Understand the existing use and desired improvements of the transit system from CCATD drivers' perspectives.
Focus Group Meetings June 2019 Bay Area Chamber of Commerce Transportation Subcommittee	Provide an overview of the existing conditions and solicit feedback and obtain insight
AC Meeting #1 June 19, 2019 – 2:00 PM to 4:00 PM Coos Bay City Hall	Provide an overview of the project and existing conditions and discuss TAC member roles, interest in transit, and desired outcomes.
AC Meeting #2 February 12, 2020 – 2:00 PM to 4:00 PM Fire Station, Coos Bay	Provide an overview of the updated goals and policies, and key public involvement activities to date.
Online Survey #2 July 2020	Obtain input on service alternatives and rank level of importance.
Virtual Open House July 2020	
AC Meeting #3 September 14, 2020 – 2:00 PM to 4:00 PM Online	Provide an overview of the future service opportunities, survey summary and obtain feedback from the TAC and CCATD Board.
CCATD Board Meeting September 14, 2020 – 8:00 AM to 10:00 AM Online	
AC Meeting #4 November 16, 2020 – 2:00 PM to 3:30 PM Online	Provide an overview of the financial assessment and obtain feedback from the TAC.
AC Meeting #5 December 14, 2020 – 2:00 PM to 3:30 PM Online	Provide an overview of the draft TMP and obtain feedback.
Virtual Open House January 2021	Provide an overview of the draft TMP and obtain feedback.

How can we improve transit for you?



Please use three (3) dot stickers to vote for the bus service improvements that are of highest priority to you

	Additional Comments
<p>Increase Frequency Enhance existing service by providing more frequent service.</p>	
<p>Extended Hours Extend existing service to earlier mornings and later evenings.</p>	
<p>Weekend Service Enhance existing service by providing Saturday and/or Sunday service.</p>	
<p>New Service Add or modify routes to serve different locations or add new types of service, such as commuter or shopping/grocery shuttles.</p>	
<p>Service to Underserved Populations Enhance outreach, programs, or service to populations like people with disabilities and low-income populations.</p>	
<p>Shelter & Bus Stop Amenities Provide enhanced signage at stops or other amenities to increase comfort when waiting.</p>	

2. VISION AND GOALS

2.1 Policy Framework

2.2 Goals, Policies, and Practices

2. VISION AND GOALS

This section highlights the policy framework and updated goals and policies that informed the TMP process and will continue to provide guidance as CCATD implements this plan.

2.1 POLICY FRAMEWORK

Goals, and policies from the following plans were reviewed in preparing goals and policies for this TMP:

- State Goals, Policies, and Practices
 - ◆ Oregon Highway Plan (1999, last amended 2018)
 - ◆ Oregon Public Transportation Plan (OPTP) (2018)
 - ◆ Oregon Bicycle and Pedestrian Plan (2016)
 - ◆ Oregon Transportation Options Plan (2015)
 - ◆ Oregon Transportation Safety Action Plan (2016)
 - ◆ Transportation Planning Rule (cited sections last amended 2014)
- Local Goals, Policies, and Practices
 - ◆ Coos County Coordinated Human Services Public Transportation Plan (2016)
 - ◆ Coos County Transportation System Plan (2011)
 - ◆ Cities of Coos Bay and North Bend Transportation System Plan Update (in progress)
 - ◆ Bandon Comprehensive Plan (last amended 2008) and Transportation System Plan (2000)
 - ◆ Coquille Comprehensive Plan (1982)

Summaries and full text of these plans' goals, objectives, and policies are included in **Reference B: Goals and Policies Memorandum #2**.

2.2 GOALS, POLICIES, AND PRACTICES

Policy language in this section draws from the goals and policies reviewed in **Reference B: Goals and**

Policies Memorandum #2. In particular, the OPTP and Coos County Coordinated Plan helped shape the goals and policies, given their focus on transit, increased coordination and collaboration, and serving those who are transit-dependent. This project's stated objectives also informed the goal and policy language, calling for increased regional connectivity, greater transit visibility, increased services, alternatives to address transit needs, and promoting economic development and tourism.

TMP goals and policies are presented below.

2.2.1 GOAL 1: CUSTOMER-FOCUSED SERVICES – PROVIDE SERVICES THAT ARE SAFE, COMFORTABLE, AND CONVENIENT FOR ALL RIDERS.

- **Policy 1A** – Provide consistent, reliable public transportation services for customers to meet their daily needs.
- **Policy 1B** – Create a safe and user-friendly transit environment.
- **Policy 1C** – Provide service information that is clear, accurate, and available to customers through various sources and media.
- **Policy 1D** – Focus on service enhancements that will benefit customers who are dependent on transit due to age, abilities, and/or income.
- **Policy 1E** – Communicate with health and human service providers and transit-dependent customers to better understand and meet these riders' needs.
- **Policy 1F** – Continue to improve ADA accessibility through new and improved ways of sharing transit information and improvements to stops and vehicles.

2.2.2 GOAL 2: ACCESSIBILITY AND CONNECTIVITY – IMPROVE ACCESS AND CONNECTIONS WITHIN AND BETWEEN COMMUNITIES IN THE CCATD SERVICE AREA.

- **Policy 2A** – Emphasize maintaining and improving existing services before expanding services.
- **Policy 2B** – Ensure and increase access to employment, education, and health services.
- **Policy 2C** – Support improvement of pedestrian and bicycle connections to transit routes and stops.
- **Policy 2D** – Support safe roadway crossings of Highway 101 and major arterials in the service area.
- **Policy 2E** – Explore potential park-and-ride and “mobility hub” sites, where multiple modes connect.
- **Policy 2F** – Promote economic development and tourism through existing transit services and new transit services as resources are available.

2.2.3 GOAL 3: COORDINATION – COLLABORATE WITH PUBLIC AND PRIVATE PARTNERS TO MAXIMIZE SERVICES.

- **Policy 3A** – Strengthen coordination with other transportation services and technologies.
- **Policy 3B** – Identify transit services, including employer vanpools, medical service transportation, cab and rideshare companies, and volunteer driver programs.

- **Policy 3C** – Work with health and human service providers to coordinate transportation services that are appropriate for the customer’s needs.
- **Policy 3D** – Foster new and innovative partnerships to share and leverage resources, create awareness of CCATD services, and enhance CCATD services.
- **Policy 3E** – Strengthen coordination with land use planning and development to support the planned transit system and increase customer access to transit.
- **Policy 3F** – Seek opportunities to coordinate emergency response and recovery following natural disasters and other emergencies.

2.2.4 GOAL 4: HEALTH AND SUSTAINABILITY – FOSTER PUBLIC, ENVIRONMENTAL, AND FISCAL HEALTH THROUGH TRANSIT INVESTMENTS.

- **Policy 4A** – Establish stable funding sources for CCATD services and invest strategically in maintenance, planning, service, and capital improvements.
- **Policy 4B** – Reduce reliance on single-occupancy vehicles and help reduce pollution by maintaining and enhancing CCATD services.
- **Policy 4C** – Improve the community’s health by providing active transportation options and access to health-supporting destinations, such as groceries, parks, community spaces, health care, and social services.



- 3.1** Transportation System and Transit Service Overview
- 3.2** Fleet and Facilities
- 3.3** Population, Employment, and Land Use
- 3.4** Ridership Patterns
- 3.5** Financial Characteristics

3. BASELINE CONDITIONS

3. BASELINE CONDITIONS

The baseline conditions review the transportation system and transit service; CCATD fleet and facilities; population, employment, and land use patterns; existing and historic ridership analysis; and existing financial characteristics as of July 2019. Important changes that occurred after the baseline conditions evaluation was performed are noted in the text. Further details on these sections are included in **Reference A: Existing Conditions Memorandum #1**.

3.1 TRANSPORTATION SYSTEM AND TRANSIT SERVICE OVERVIEW

3.1.1 ROADWAY TRANSPORTATION SYSTEM

A suitable network of state highways, arterials, and collector streets serves the study area. The state highways within the study area include U.S. 101, which runs parallel to the coast from the Douglas County line (north) to the Curry County line (south). Oregon Route 42 (OR 42 – Coos Bay-Roseburg Highway) connects U.S. 101 south of Coos Bay to Interstate 5 (I-5) south of Roseburg. In Coquille, OR 42 splits with an option to continue southwest along OR 42S (Coquille-Bandon Highway) towards Bandon. OR 542 (Powers Highway) runs between OR 42 near Myrtle Point to Powers. OR 540 (Cape Arago Highway) connects US 101 in North Bend to the state

and county parks west of Charleston. Finally, OR 241 (Coos River Highway) starts at US 101 in Coos Bay and follows the Coos River upriver.

3.1.2 TRANSIT SERVICE OVERVIEW

As of July 1, 2019, CCATD operated public transit services along six routes within the communities of Coos Bay, North Bend, Charleston, Coquille, Myrtle Point, and Bandon. CCATD also provided demand response service including paratransit within the city limits of Coos Bay, North Bend, Bandon as well as VA Shuttle service providing transportation to veterans within Coos County to Roseburg and Eugene for medical appointments. (Grant funding for the VA shuttle ended at the end of 2019).

Curry Public Transit operates one fixed route service within Coos County, the Coastal Express, which brings Curry County riders to Bandon, Coos Bay and North Bend. Pacific Crest Bus Lines operated a daily route between Eugene and Coos Bay; this route ended in early 2020 when a competing Eugene-Florence started service. TransLink provides local and regional non-emergency medical transportation for Coos County residents with Medicaid. Figure 3.1 depicts the Coos County Transit System services before COVID-19.

Figure 3.1. Coos County Transit System Overview



3.1.3 CCATD SERVICE (PRE-COVID-19)

Pre-COVID-19, CCATD provided six routes: Bandon Loop “Cranberry Express”, Coos Bay Loop “Pirate Express”, North Bend Loop “Bulldog Express”, Weekend Express, Charleston Intercity Connector “Charleston”, and Coquille/Myrtle Point Intercity Connector “Timber Express”. CCATD did not operate on New Years Day, Martin Luther King Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving and the Day after, or Christmas. In addition to the fixed routes, CCATD provided demand response service, including paratransit and VA Shuttle service. Figure 3.2 shows the CCATD transit routes as of July 2019. Detailed route descriptions for fixed-route services are provided in **Reference A: Existing Conditions Memorandum #1**.

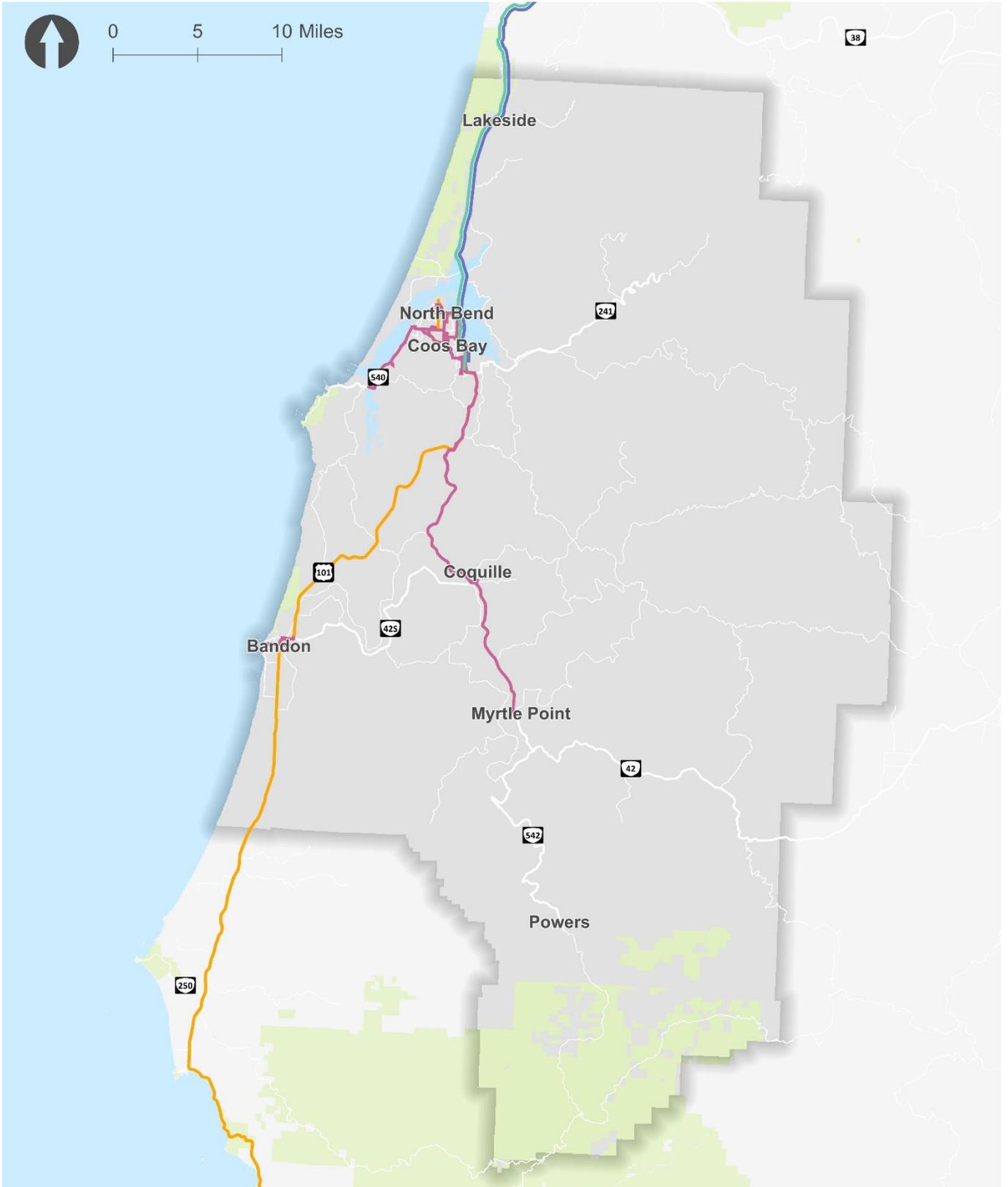
Table 3.1 summarizes key characteristics of the transit system in place prior to COVID-19.

Table 3.1. Transit Service Summary (prior to COVID-19)

Route	Service Span		Headways (minutes)	Buses Required	Annual Revenue Hours	Annual Vehicle Hours	Annual Operating Cost	Annual Boardings
	Weekdays	Saturdays						
Cranberry Express	10:00 – 11:56; 13:10 – 15:56	—	40	0.6	713	975	\$43,900	2,597
Timber Express	07:15 – 13:15	—	360	0.5	885	917	\$41,300	4,874
Charleston	09:15 – 15:15	—	360	0.5	759	791	\$35,600	NA
Pirate Express	08:30 – 11:30; 12:35 – 18:06	—	60–68	1	2,150	2,150	\$96,800	32,840
Bulldog Express	08:38 – 11:38; 12:38 – 18:10	—	60–72	1	2,150	2,150	\$96,800	
Weekend Express	—	10:00 – 12:25; 13:30 – 15:20	35	0.2	234	247	\$12,900	NA
Powers Stage	Thursday + 2 nd Tuesday	—	1 round trip	0.2	240	384	\$17,300	316
Dial-a-Ride (Bay Area)	08:30 – 18:10	10:00 – 15:20	—	2	4,534	4,547	\$204,600	11,078
Dial-a-Ride (Bandon)	10:00 – 11:56; 13:10 – 15:56	—	—	1	713	975	\$43,900	2,000
Dial-a-Ride (Other)	various	—	—	2	4,300	4,300	\$193,500	2,265
Total				9	16,678	17,436	\$784,600	55,970

Notes: Rides based on CCATD FY2017-18 data, some service has changed since then. Bandon dial-a-ride estimated from May 2019 data for the most-requested boarding locations. Revenue hours based on the current schedule. Costs based on the historic \$45/vehicle hour operating cost, including deadheading time (vehicle travel time while not in service); NA = not available

Figure 3.2 CCATD Transit Routes (as of July 2019)



3.1.4 REGIONAL TRANSPORTATION

Regional transportation to and from Coos County is provided by Curry County Transit. Until early 2020, Pacific Crest Bus Lines provided daily service between Coos Bay and Eugene, with interlined ticketing options for Amtrak and Greyhound connections. Local and regional non-emergency medical transportation (NEMT) is provided by TransLink.

3.1.5 CLIENT-BASED TRANSPORTATION

Several transportation services in Coos County area are privately provided to specific clients including Bay Crest Village, Bayside Terrace, Inland Point, Ocean Ridge, Pacific View Senior Living Community, South Coast Head Start, and Star of Hope Sheltered Workshops,

3.1.6 OTHER TRANSPORTATION

Other transportation services include Bay Cities Ambulance, Disabled American Veterans,

Millennium Transportation, South Coast Taxi, and Yellow Cab.

3.1.7 COORDINATION WITH EMERGENCY PREPAREDNESS

The Coos County Emergency Operations Plan (EOP) details coordinated response and recovery activities for any type or size of emergency affecting the County. Agencies responsibilities are listed by function, which includes transportation. The primary agencies responsible for transportation in the event of an emergency include the Coos County Road Department and Coos County Emergency Management. There are a variety of support agencies, such as transportation districts¹. CCATD does not have any formal protocol in place for evacuation but CCATD vehicles are available in an emergency. Coordination and emergency agreements are recommended to be in place as listing could provide an opportunity for funding in the future.

¹ Coos County Emergency Management. Coos County Emergency Operations Plan. December 2009.

http://www.co.coos.or.us/Portals/0/Emergency%20Management/Coos%20Co%20EOP_Basic%20Plan.pdf

3.2 FLEET AND FACILITIES

The following section describes CCATD's transit fleet, stop amenities, and transit technologies. **Reference A: Existing Conditions Memorandum #1** provides more details.

3.2.1 VEHICLE FLEET

As of July 2019, CCATD owned and operated 15 buses, including four vehicles designated for fixed routes, a maintenance vehicle, nine dial-a-ride vehicles, and one trolley. Table 3.2 summarizes additional details of the active fleet including mobile #, site (route), year, make, model, and passenger capacity.

Table 3.2. Coos County Area Transit Active Vehicle Fleet (2019)

Mobile #	Site	Year	Make	Model	Passenger
#101	East Fixed Route	2017	Ford	E-450	17
#102	West Fixed Route	2017	Ford	E-450	17
#2	Maintenance	1990	Ford	F350	2
#201	Bay Area DAR ²	2014	Starcraft	Starlite	7
#202	Bay Area DAR ²	2013	Ford	Startrans	9
#203	Bay Area DAR ²	2015	Ford	Transit 350	2
#204	Bay Area DAR ²		Dodge	Caravan	5
#205	Bandon DAR ²	2017	Ford	Transit 150	3
#206	Bay Area DAR/Coq MP Intercity	2009	Eldorado	Aerolite II	12
#207	Lakeside Hauser/Fixed-Route (Back Up)	2009	Elkhart	Coach Bus	16
#208	Bay Area DAR/Coq MP Intercity		Eldorado	Aerolite II	12
#210	Intercity and Fixed (Back Up)	2010	Ford	Startrans	18
#212	Bandon DAR	2003	Ford	Cutaway	6
#213	DAR (Back Up)	2009	Starcraft	Starlite	10
#217	Trolley	2018	Chevy	G4500	21 or 17

2. DAR = Dial-A-Ride

3.2.2 PARK-AND-RIDE FACILITIES

There are currently no park-and-ride facilities within the CCATD service area.

3.2.3 TRANSIT TECHNOLOGIES

CCATD uses the Mobilitat Easy Rides system for dispatching. All vehicles are equipped with surveillance cameras and two-way radios for driver and dispatcher communication and as of April 2020, Ecolane (transit scheduling software) is used. CCATD expects that technological improvements will be necessary in the future and additional funding will need to be secured for those investments.

3.2.4 TRANSIT STOP AMENITIES

Transit stop amenities increase rider comfort while waiting for the bus. Amenities can include stop signage, bus shelters, benches, timetables, trash cans, bike racks, and more. Only four stops in the CCATD system provide shelters. These are:

- Advanced Health/Coos Health
- Southwestern Oregon Community College
- North Bend City Hall
- VA Clinic – Safeway – Pony Village Mall

3.3 POPULATION, EMPLOYMENT, AND LAND USE

The following section describes the existing general population characteristics, transportation-disadvantaged populations, employment, and commuting patterns in the CCATD service area. The TMP aims to examine how to improve access for low-income, senior, and youth populations, those with Low English Proficiency, and other disadvantaged groups. **Reference A: Existing Conditions Memorandum #1** provides more details.

Key takeaways are as follows:

- Most residents of the district area drive alone for their commute (79%).
- High concentrations of households with limited English proficiency are mainly concentrated in the area between Bandon and Coquille, Lakeside, and areas east of North Bend and Coos Bay.
- While the majority of Coos County ranges between 11 – 20%, high concentrations of persons in poverty are located in the southeast and northwest portions of the County.
- The largest share of Coos County residents also work in Coos County (73.8%). Approximately 6% of workers work in Douglas County and 4.2% of workers work in Lane County, which amounts to 1,291 and 909 total workers, respectively.
- The largest share of jobs within the county is located in Coos Bay and North Bend with approximately 4,200 and 3,100 workers, respectively.
- Approximately 57.4% commute less than 10 miles and 18.5% commute more than 50 miles. Coos Bay and North Bend are both hubs for residential and employment sites within Coos County; as such, Coos County residents either live and work within Coos Bay and North Bend or commute long distances to reach employment further away.
- Approximately 48 percent of Coos County residents commute to work between 6:30 and 8:30 a.m. and approximately 21 percent of Coos County residents commute greater than 50 miles to work.
- Approximately 79% of residents in the CCATD service area drive alone; 11% carpool; 6% work from home; 2% take a taxicab or ride a motorcycle/bicycle; 1% walk; and 1% use public transportation
- Unserved transit supportive areas (TSA)s in North Bend are located in the west and east while unserved transit supportive areas (TSA)s in Coos Bay are located in the northeast.

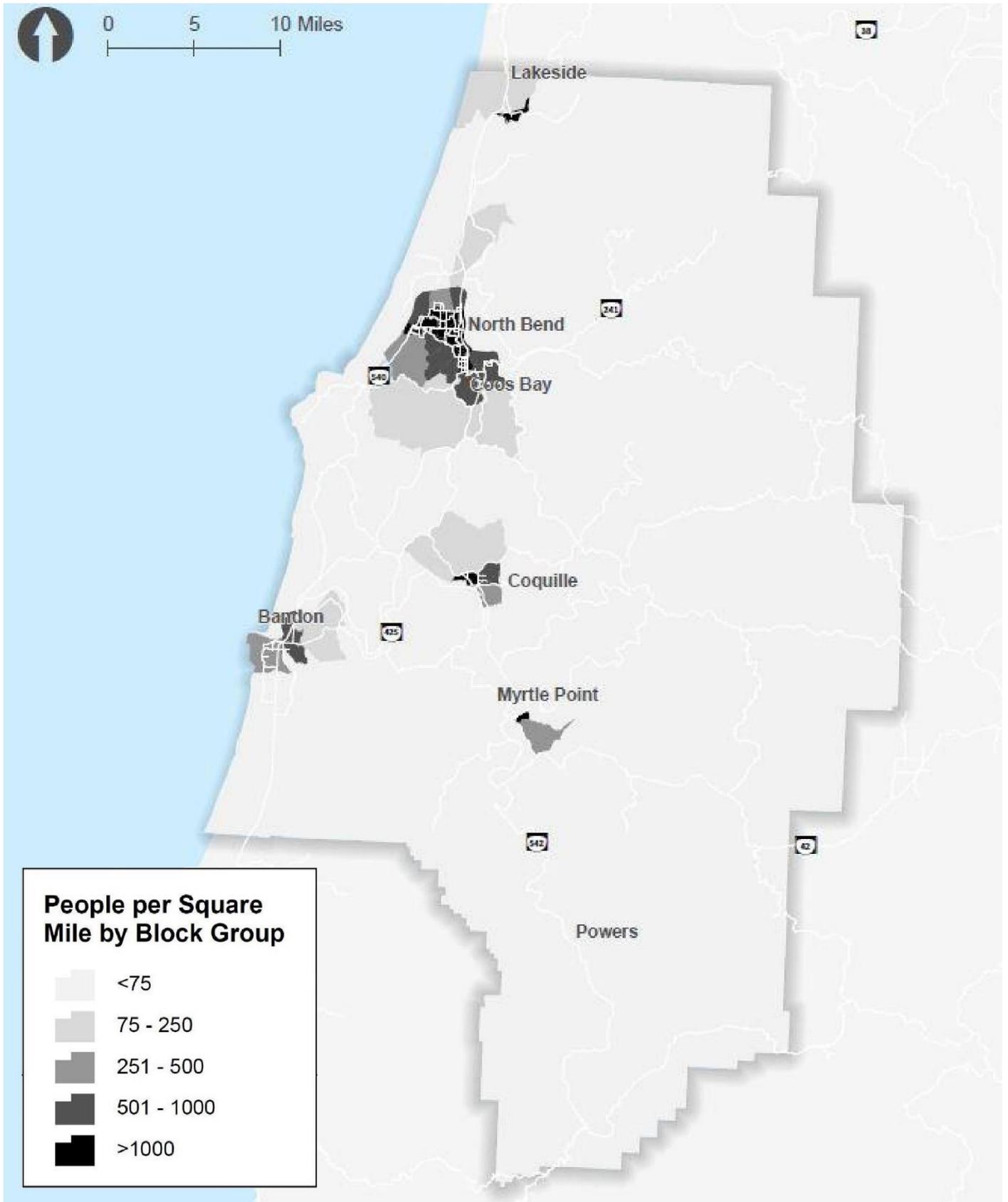
3.3.1 POPULATION

In 2018, the population of Coos County was 64,389. The largest cities were Coos Bay with a population of 16,415 and North Bend with a population of 9,765. The population of these two largest cities represents about 40.7% of total County population. The estimated population of the service area is near 35,786 people. Table 3.3 shows the population growth in the City of North Bend, Coos Bay, Bandon, Coquille, Myrtle Point and Coos County and Figure 3.3 shows the service area population density (People per Square Mile) by Block Group. As displayed in Table 3.3, the cities of Coos Bay, Bandon, and Myrtle Point have experienced increases in population greater than the population percentage growth rate for the County in the same time period. All City's within the CCATD service area are growing in population with the exception of Coquille.

Table 3.3. Study Area Population (Source: U.S. Census 2000 & 2010, 2018 Population Estimates Program)

Route	Population (2000)	Population (2010)	Population (2018)	% Change (2000 – 2018)	Annual % Change
North Bend	9,544	9,695	9,765	2.3%	0.29%
Coos Bay	15,374	15,967	16,415	6.8%	0.85%
Bandon	2,833	3,066	3,130	10.5%	1.31%
Coquille	4,184	3,866	3,925	-6.2%	-0.77%
Myrtle Point	2,451	2,514	2,551	4.1%	0.51%
Coos County	62,779	63,043	64,389	2.6%	0.32%

Figure 3.3. Service Area Population Density (People per Square Mile) by Block Group



3.3.1.1 Transportation-Disadvantaged Populations

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-1) states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In combination with subsequent federal nondiscrimination statutes, agencies receiving federal financial aid are prohibited from discriminating based on race, color, national origin, age, economic status, disability, or sex (gender). Other relevant federal statutes include the Federal-Aid Highway Act, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency.²

Table 3.4 summarizes the results of the Title VI analysis, showing the number of people overall, jobs overall, and persons in different transportation-disadvantaged groups who live within ¼, ½, and 1 mile of CCATD's fixed-route transit service (pre-COVID-19).

Table 3.4. Title VI Analysis

	¼ Mile	½ Mile	1 Mile
Population	12,242	23,187	32,013
Jobs	1,995	3,910	5,794
% in poverty	22.3%	20.5%	19.4%
% in poverty 200%	44.1%	43.1%	45.5%
% in minority	20.7%	19.5%	18.2%
% seniors (65+)	21.6%	22.3%	22.7%
% youth (18-)	20.5%	20.7%	20.4%
% limited English	0.7%	0.6%	0.5%
% with disabilities	21.3%	21.7%	22.0%
% with no vehicles	12.6%	12.7%	12.5%

Note: Percentages are representative of the population within the stated distance of CCATD fixed-route service.

Table 3.5 shows the proportion of population served and jobs covered by each route (pre-COVID-19). As shown, the Coos Bay Loop and North Bend Loop serve the largest proportion of the population within ¼ mile and ½ mile. The routes serve around 9,000 people within ¼ mile and 17,000 within ½ mile.

Table 3.5. Proportion of Population Served and Jobs Covered by CCATD Routes

Name		Every	Distance	Within 0.25 miles of Stops:		Within 0.5 miles of Stops:	
				Population	Jobs	Population	Jobs
Coos Bay Loop	Pirate Express	60 min	15.77 miles	5,221	567	11,013	1,466
North Bend Loop	Bulldog Express	60 min	10.14 miles	5,673	1,319	11,593	2,799
Coquille–Myrtle Point Intercity Connector	Timber Express	360 min	62.72 miles	1,671	236	6,064	807
Charleston Intercity Connector	Charleston	360 min	17.03 miles	4,465	622	9,865	1,605
Bandon Loop	Cranberry Express	40 min	10.10 mi	870	16	2,031	44
Weekend Express	Weekend Express	32 min	8.71 mi	2,173	612	5,768	1,454

²Title VI populations include individuals who identify as minorities (both racial and ethnic), low-income, disabled, elderly (65+), youth/children (under 18), veterans, and LEP (primary language is not English) (FTA. 2015. Title VI of the Civil Rights Act of 1964, available at <http://www.fta.dot.gov/civilrights/12328.html>).

Key findings from the transportation-disadvantaged population exploration were as follows:

- Figure 3.4 displays the percentage of households in the study area with residents aged 60 and older. As shown, the majority of residents over the age of 60 reside in the North Bend/Coos Bay area with additional clusters located in Coquille, Bandon, and Myrtle Point. These locations also have the highest numbers of total population.
- Figure 3.5 depicts the number of Youth (under age 18) per Square Mile by Block Group within the study area. As shown, the large majority of youths reside in the North/Bend Coos bay area. Block Groups located within Myrtle Point and Coquille have relatively high percentages of Youth population as well.
- Figure 3.6 details the percentage of households in poverty within the study area³. While the majority of Coos County ranges between 11 – 20%, high concentrations of persons in poverty are located in the southeast and northwest portions of the County.
- Figure 3.7 illustrates the locations of households with people who have limited English proficiency in Coos County. According to the U.S. Census Bureau, limited English proficiency refers to anyone over the age of five who reported speaking English less than “very well.”⁴ As shown, high concentrations of households with limited English proficiency are mainly concentrated in the area between Bandon and Coquille, Lakeside, and areas east of North Bend and Coos Bay.
- Figure 3.8 shows the locations of households with racial and/or ethnic minority populations. As shown, concentrations of minority populations are located throughout the County with higher concentrations located around Lakeside, North Bend, Coos Bay, Bandon, and southwest Coos County near in the surrounding area of Powers.
- Figure 3.9 illustrates households with people with disabilities in Coos County. As displayed below, concentrations of persons with disabilities are located throughout the County with high concentrations located in Bandon and the surrounding areas, Coquille, Myrtle Point, and areas in the southwest quadrant of the County near Powers.
- Figure 3.10 displays the percentage of households with veterans in Coos County. As shown, high concentrations of veteran populations are located in North Bend, Coos Bay, Coquille, and the areas south of Bandon as well as the areas southwest of Myrtle Point and Powers.

³ The federal poverty level is calculated by the size of the household and is adjusted annually – the federal poverty level for an individual is \$12,490 in annual earning, and \$25,750 for a household of four. <https://www.healthcare.gov/glossary/federal-poverty-level-fpl/>

⁴ <https://www.migrationpolicy.org/article/limited-english-proficient-population-united-states>

Figure 3.4. Households with Populations Over the Age of 60.

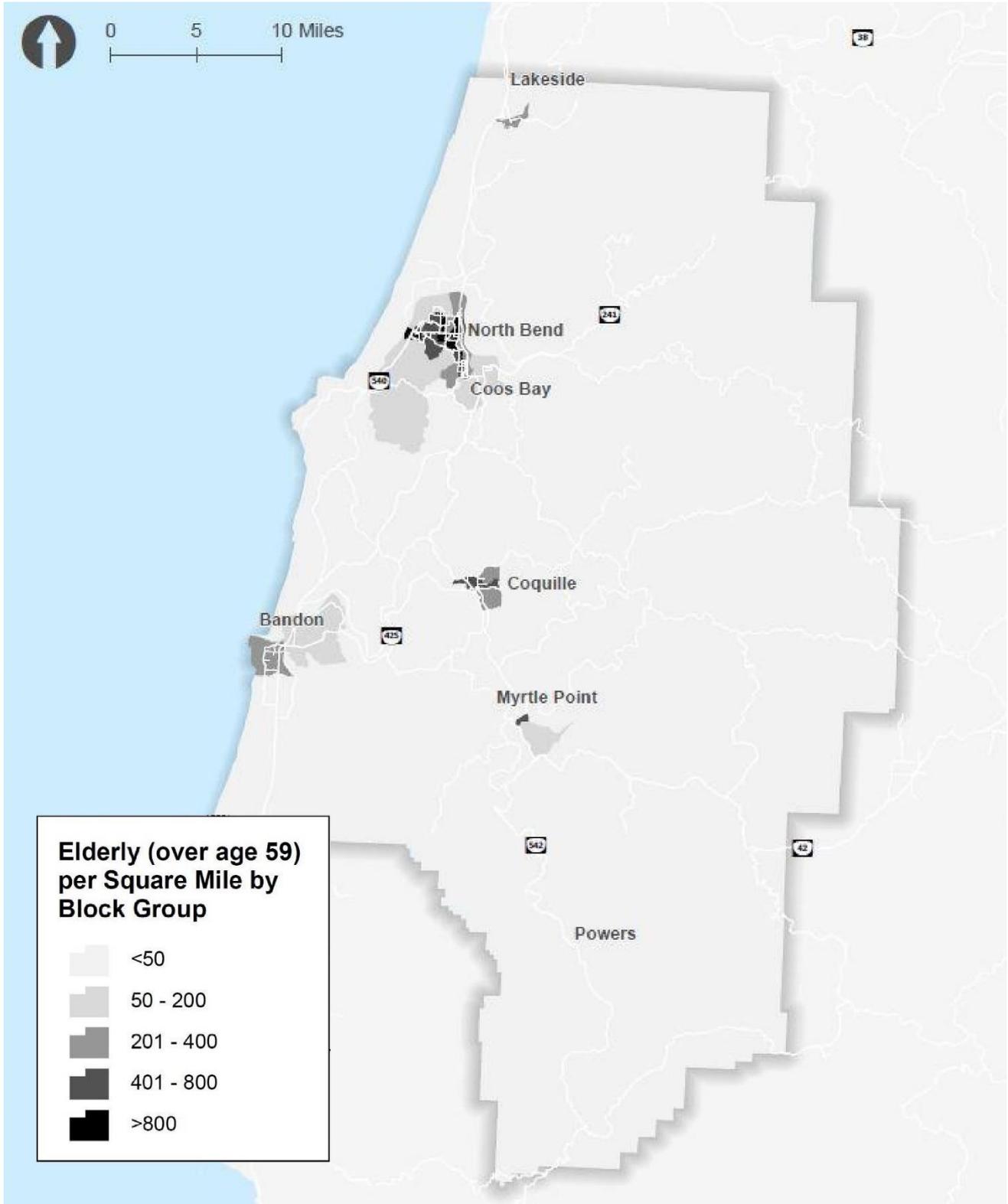


Figure 3.5. Youth Populations Ages 5 – 17

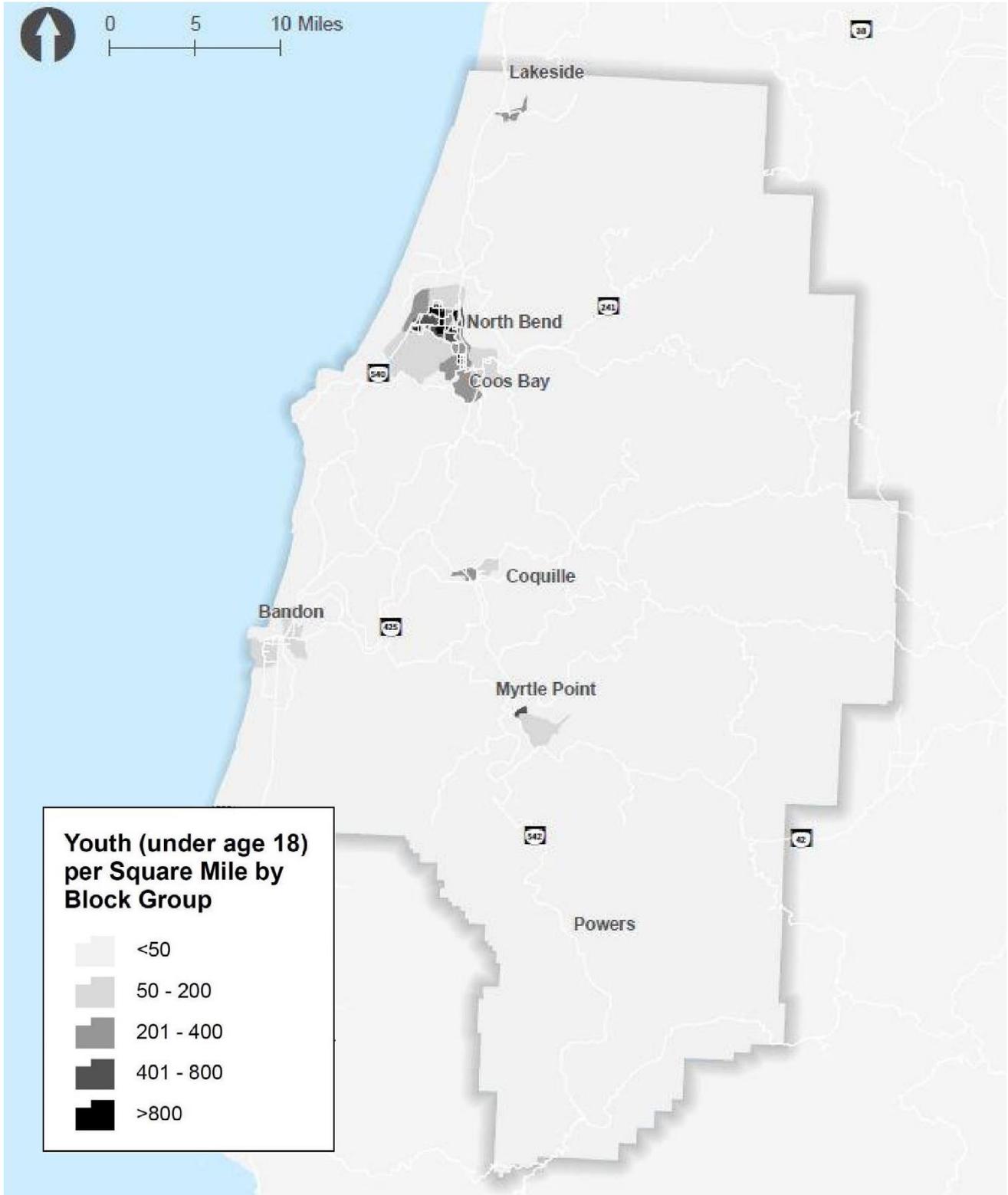


Figure 3.6. Households in Poverty

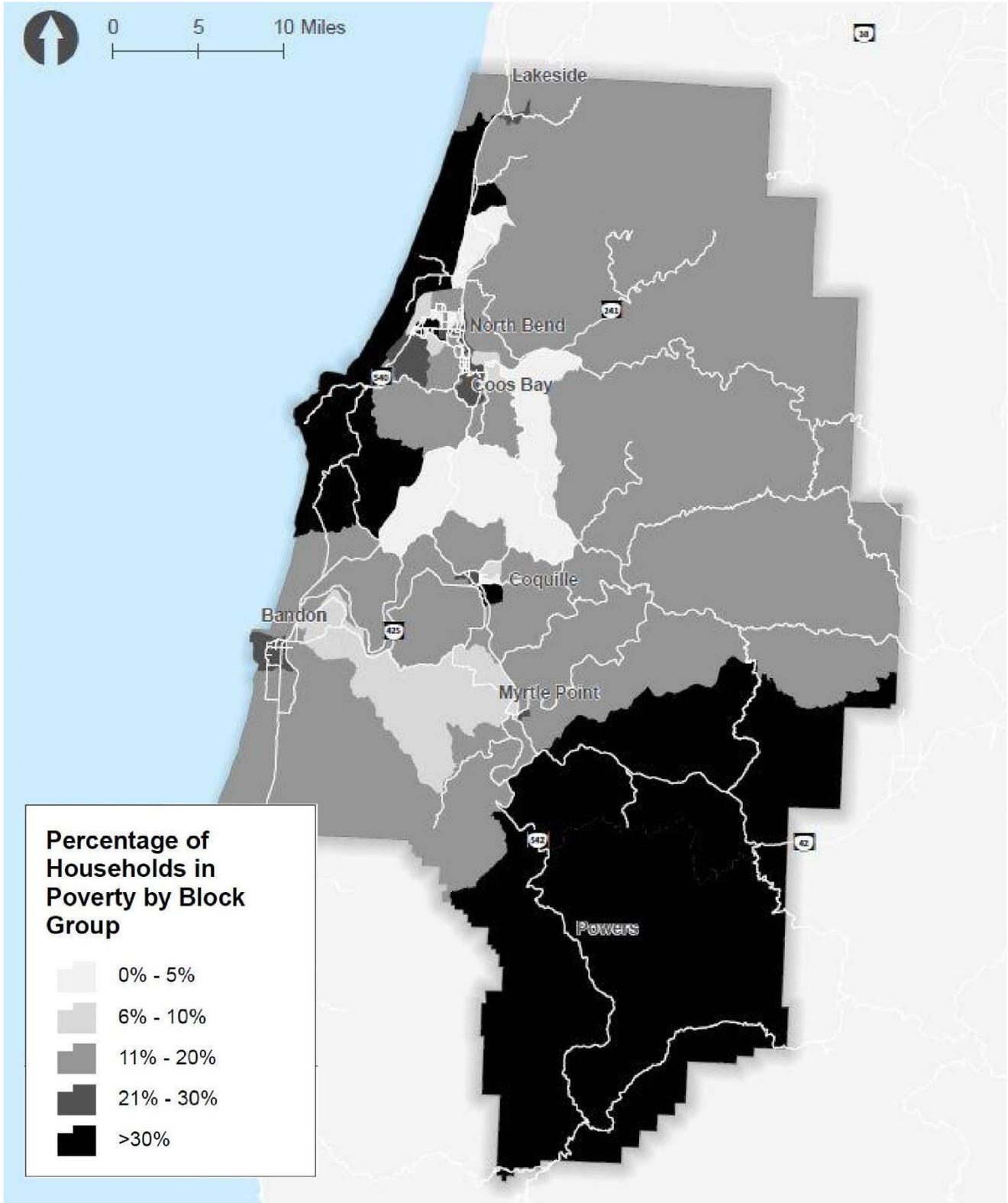


Figure 3.7. Households with Limited English Proficiency

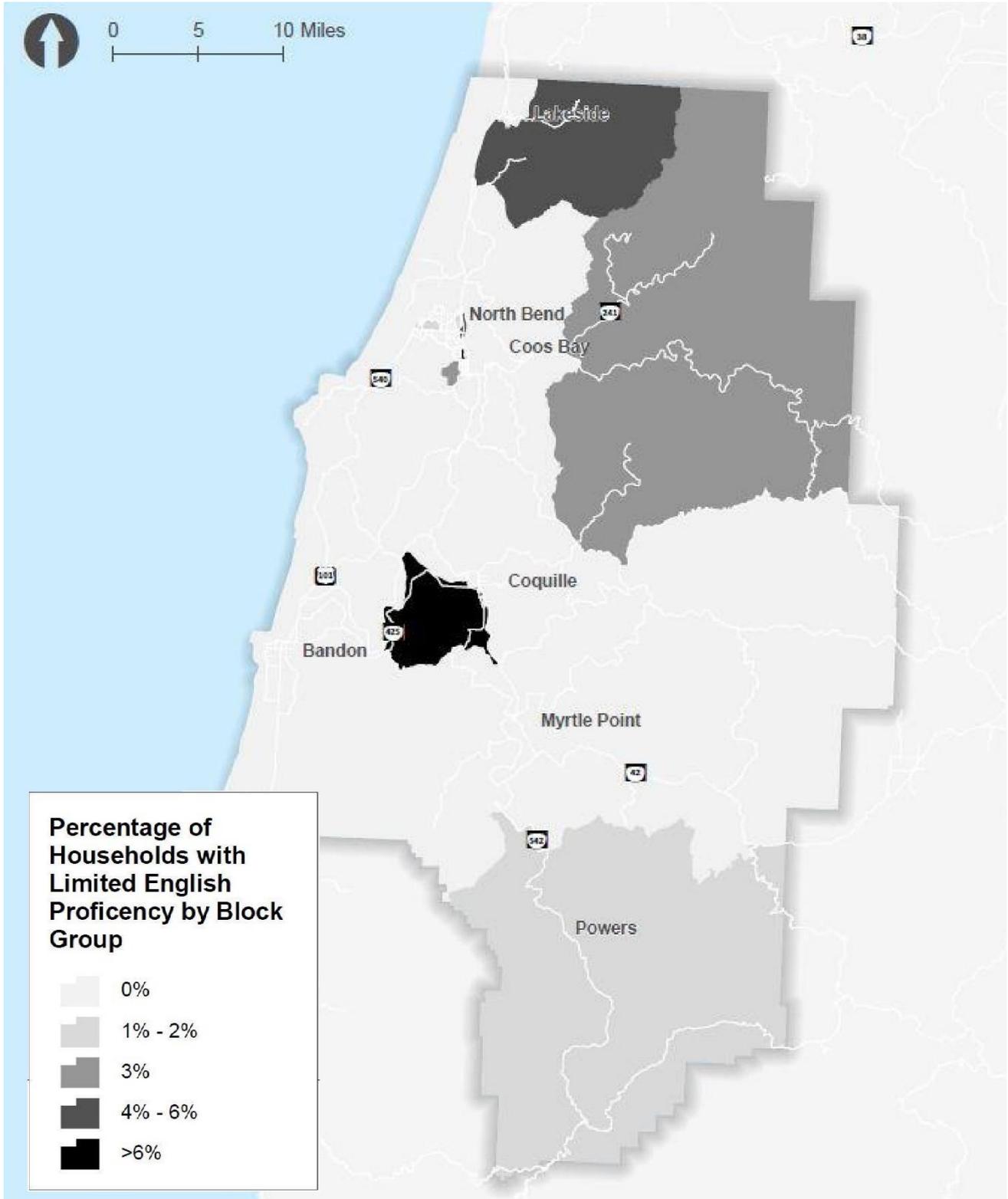


Figure 3.8. Households with Minority Populations

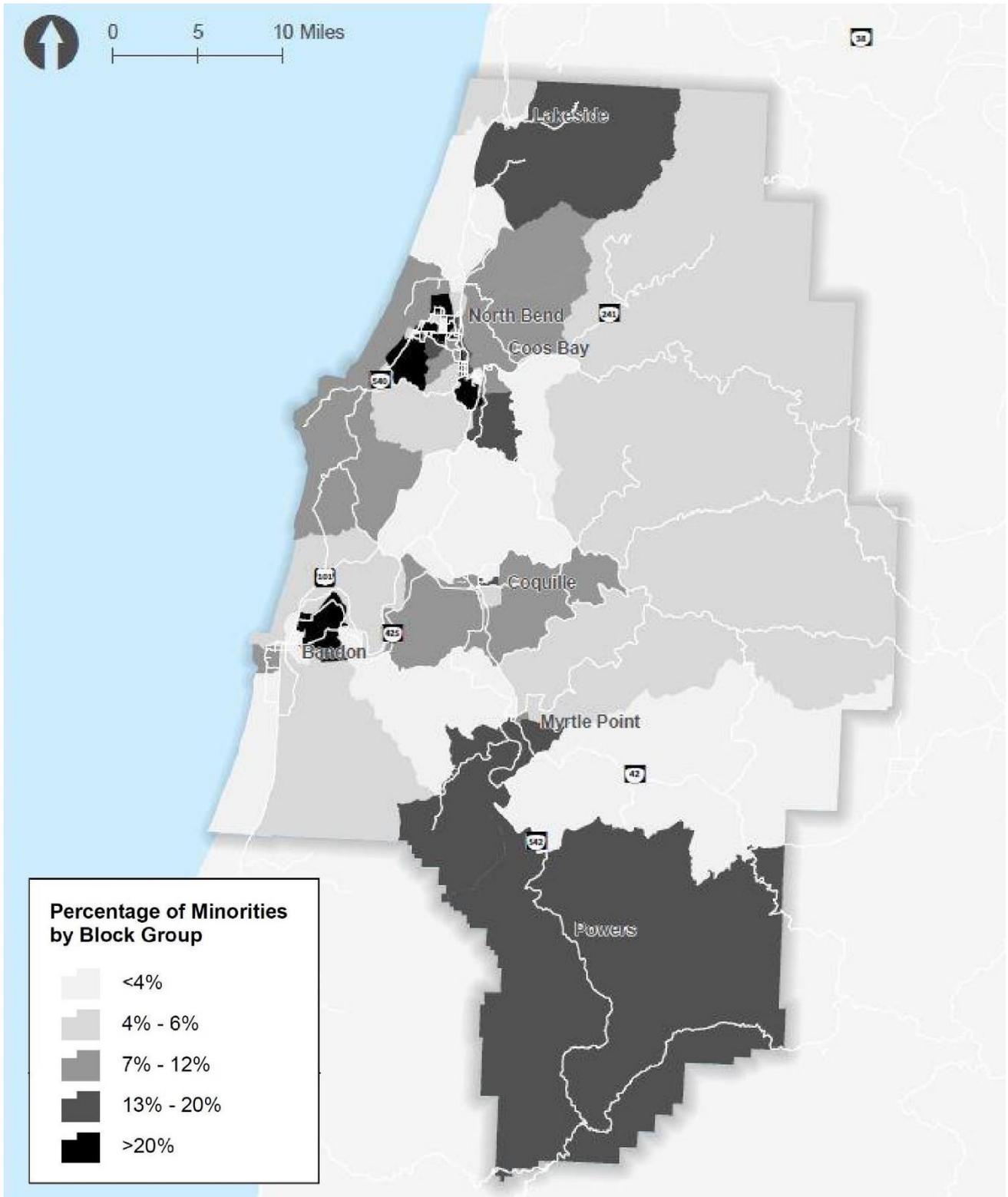


Figure 3.9. Households with People with Disabilities

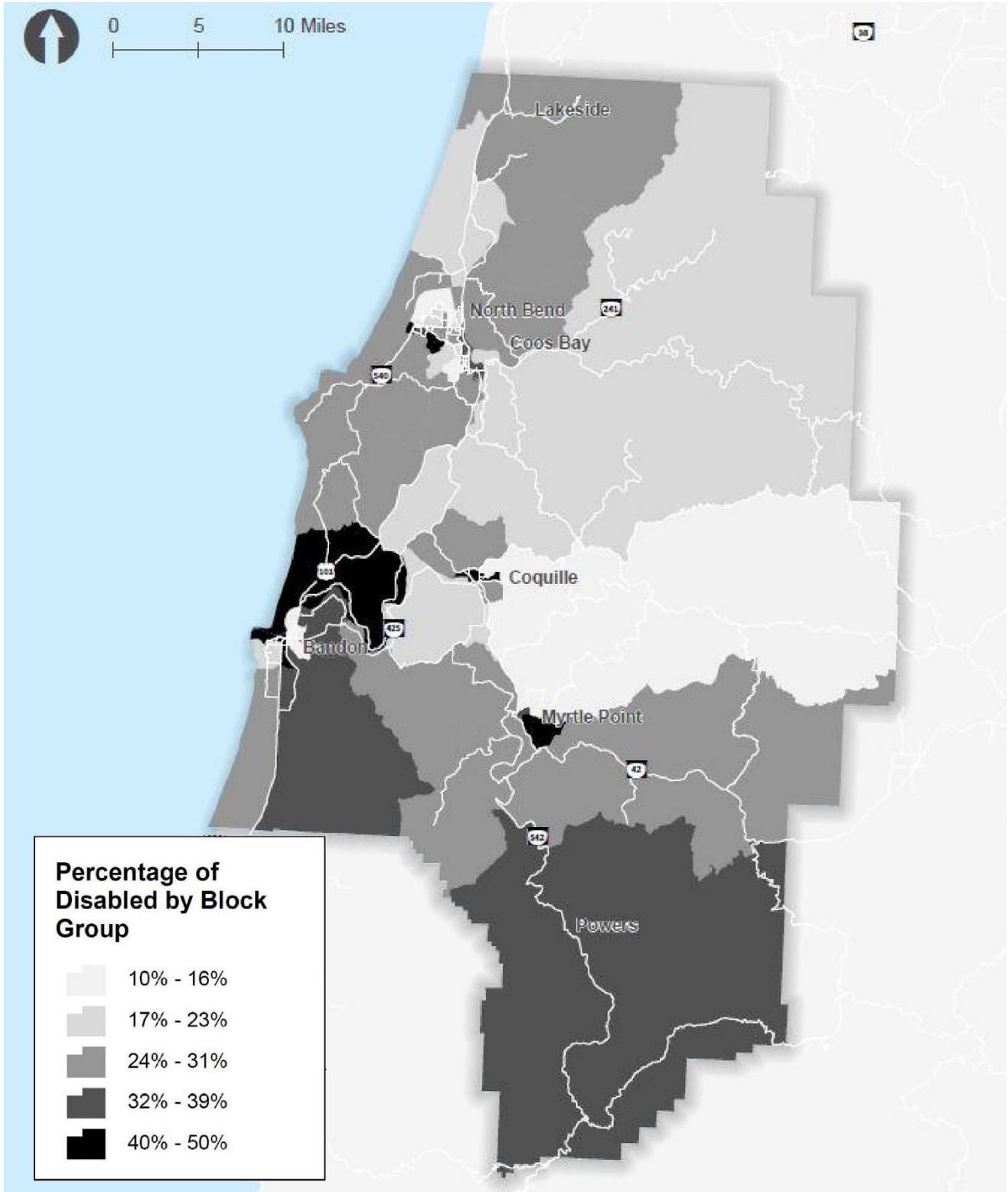
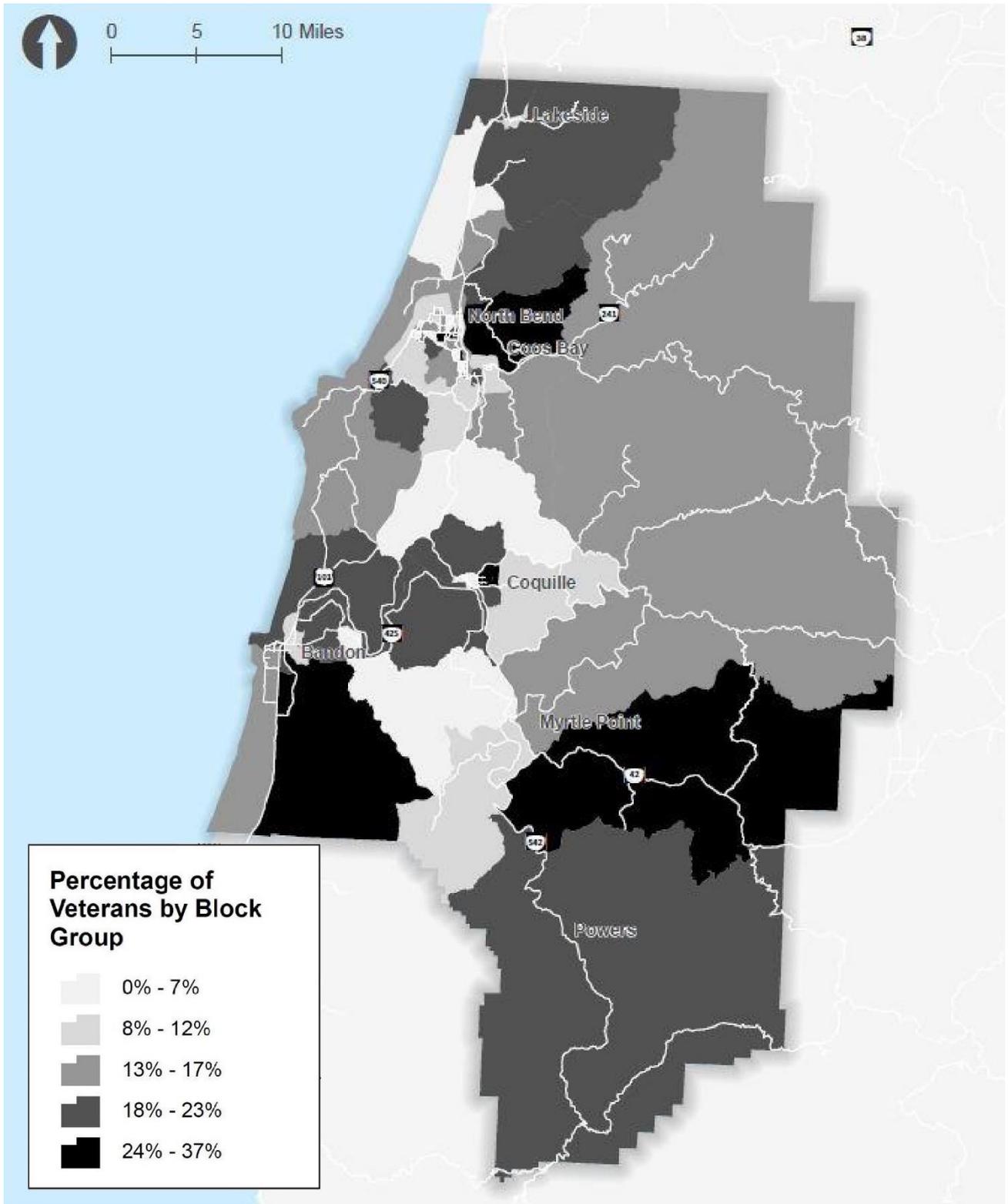


Figure 3.10. Percentage of Households with Veterans



3.3.2 EMPLOYMENT AND COMMUTING PATTERNS

The following sections describe employment and commuting patterns in the CCATD service area. This information is largely informed by Longitudinal Employer-Household Dynamics (LEHD) employment data, which is a product of the U.S. Census Bureau.

Table 3.6 summarizes where Coos County workers work within the county. The largest share of jobs within the county is located in Coos Bay and North Bend with approximately 4,200 and 3,100 workers, respectively.

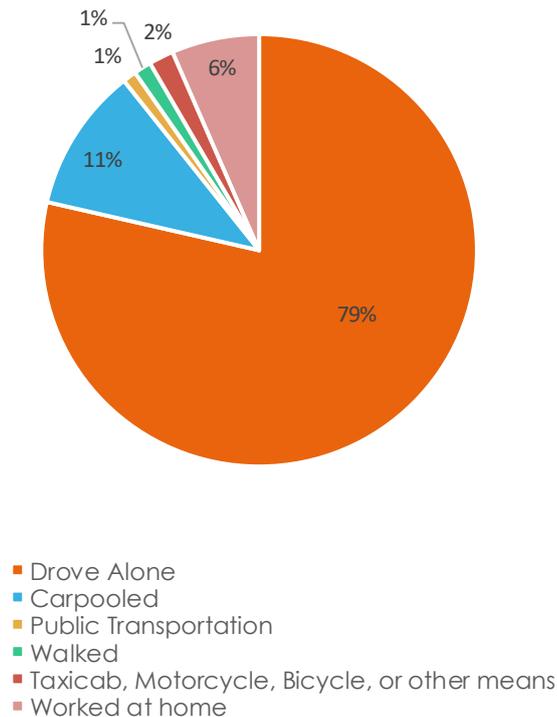
Table 3.6. Work Location by City – Coos County Jobs

Work City	Jobs	Share
Coos Bay	4,235	19.6%
North Bend	3,092	14.3%
Coquille	1,019	4.7%
Bandon	738	3.4%
Myrtle Point	538	2.5%
Bunker Hill	399	1.9%
Lakeside	279	1.3%
Reedsport	250	1.2%

3.3.2.1 Mode Split

In Coos County, vehicles represent the primary mode of travel for work-based trips. Figure 3.11 illustrates the mode split for work-based trips within Coos County. As shown, transit represents approximately 1% of the mode split in Coos County.

Figure 3.11. Means of Transportation to Work



Source: U.S. Census Bureau, 2013-2017 ACS 5-Year Estimates. Table B08101

3.4 RIDERSHIP PATTERNS

The following section describes ridership and transit demand for CCATD services based on the historical data. Figure 3.12 shows historical ridership data from FY 2015-16 to FY 2017-18 as compared to the total service hours provided within that fiscal year (FY)⁵. As shown, system ridership peaked in FY 2016-17 with 49,831 total one-way passenger trips. FY 2017-18 ridership totaled 45,785 one-way passenger trips, including 15,762 demand response, 23,835 bus, and 6,188 commuter bus. **Reference A: Existing Conditions Memorandum #1** provides more details.

Figure 3.12. Historical Ridership Data

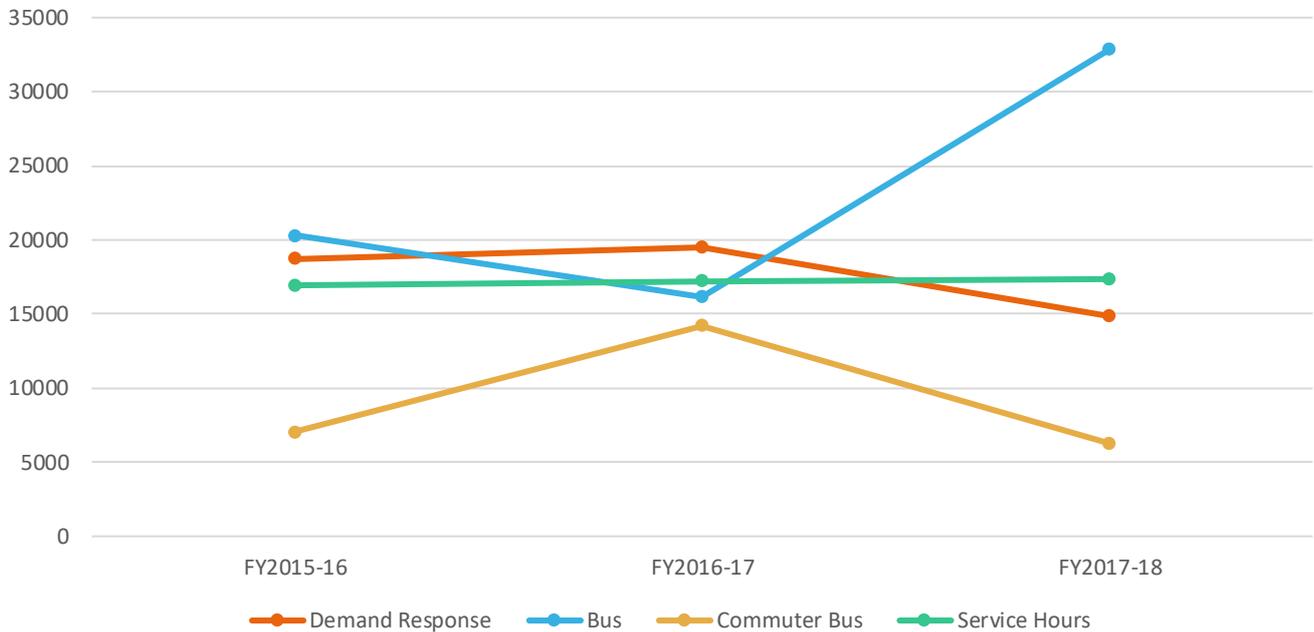


Table 3.7 shows annual service miles, service hours, and ridership for FY 2015-17. The table also includes riders per mile and riders per hour. As shown in, Demand Response service provides the most annual service miles and service hours; however, Bus service provides the highest number of rides with a 0.36 Riders per Mile ratio average between FY2015-17.

Table 3.7. FY2015-17 Annual Service Miles, Service Hours, and Ridership.

	Commuter Bus			Demand Response			Bus		
	F15	F16	F17	F15	F16	F17	F15	F16	F17
Annual Revenue Miles	30,563	56,973	52,747	127,174	104,405	101,648	55,468	64,843	62,180
Annual Revenue Hours	1,734	3,168	3,104	11,170	10,458	10,627	4,032	3,606	3,625
Annual Ridership	7,028	14,187	6,188	18,720	19,497	15,762	20,290	16,147	23,835
Riders per Mile	0.2	0.3	0.1	0.1	0.2	0.2	0.4	0.3	0.4
Riders per Hour	4.1	4.5	2.0	1.7	1.9	1.5	5.0	4.5	6.6

⁵ Data is based on National Transit Database (NTD) FY15-17.

3.4.1 SURVEY ADMINISTRATION

Surveys were conducted early in the project online as well as onboard the Pirate Express (Coos Bay Loop), Bulldog Express (North Bend Loop), Charleston (Charleston Connector), Timber Express (Coquille/ Myrtle Point Intercity Connector), and Cranberry Express (Bandon Loop) (onboard). The onboard survey was conducted by CCATD in September-October 2019, resulting in 36 participants. The online survey was available from June 17th, 2019 through July 8th, 2019 and had 31 participants, including 16 non-riders and 15 existing riders. It should be noted that the discussion below is based on a limited sample of data.

3.4.1.1 Rider Profile

Key findings from the survey regarding the rider profile were as follows:

- The Pirate Express and Timber Express had more 45-64-year-olds than other routes. Charleston had only 25-44-year-olds and 65-79-year-olds. Majority of the riders on all routes were 45-64-year-olds. Contrary to these results, older adults and youth riders are typically considered more transit-dependent than other age groups.
- The Pirate Express route had the highest proportion of respondents who did not have a working motorized vehicle. The Pirate Express route also had the highest proportions of respondents with a disability.
- All routes had high proportions of low – income riders who earn below \$29,000.

3.4.1.2 Transportation-Disadvantaged Populations

Table 3.8 summarizes the Title VI populations in the Coos County as well as Title VI ridership breakdown. As depicted in the table, CCATD ridership has above average percentages for Low-Income, Disabled, and Racial (Non-white) compared to County households percentages.

Table 3.8. Households with Title VI Populations in Study Area

	Limited English	Elderly (60+ Years) ⁶	Children and Youth (Under 18 years old)	Racial (Non-white)	Low-Income ⁷	Disabled
Survey – Onboard	-	29%	0%	19%	79%	32%
Survey – Online	-	14%	0%	9%	18%	-
Coos County	.5%	44%	19%	12%	18%	27%

Source: U.S. Census Bureau 2010 Decennial Census, Table B01001, B02001, B08301, B17017, B19001, B25044, C16002, C21007

3.4.1.3 Transit Use

Key findings regarding riders' transit use are as follows:

- Most onboard survey respondents ride CCATD several times per week while riders that took the survey online reported less frequent trips.
- Bus stops with the highest activity include:
 - ◆ Coos Bay Public Library
 - ◆ Coquille McKays
 - ◆ Walmart – transfer point
- Most onboard respondents indicated that they do not transfer between routes. Bulldog Express is the most common route that riders made transfers to or from.

⁶ For online and onboard surveys, 65+ year-olds were considered as elderly.

⁷ For the onboard and online surveys, less than \$10,000 was considered as the poverty level.

- Most riders walk to and from bus stops. Pirate Express riders got a ride to and from bus stops more often than other routes.
- Approximately 50% of all respondents use CCATD services to go to work or to go shopping.
- If bus service were not available, according to onboard survey responses, approximately 70% of Bulldog Express and 50% of Pirate Express riders would walk while 50% of riders on Timber and 63% of riders on Charleston would get a ride. Around 25% of riders indicated that they would not make the trip. According to online survey responses, most riders indicated that they would drive alone if CCATD services were unavailable.
- Approximately 79% of participants are aware of Pirate Express Bulldog Express and Dial-A-Ride (Coos Bay-North Bend) services, according to online responses.
- Approximately 84% of all onboard respondents indicated that their understanding of CCATD services is good or very good and 88% of riders indicated that CCATD service quality is good or very good. 28% of online participants expressed that their understanding of CCATD services are poor while 48% of participants indicated that their understanding of services is very well or fair.
- When asked what type of limitations prevented online participants from making a trip due to lack of transportation, riders noted that CCATD doesn't run when they need to travel, they do not have a working motor vehicle or CCATD doesn't go where they need to go.

3.5 FINANCIAL CHARACTERISTICS

This section provides funding information for CCATD overall, as well as by specific service routes. In addition, it discusses the fare structure CCATD uses and revenues by route. This information reflects costs and cost factors before switching to deviated fixed-route model in 2020.

3.5.1 EXPENSES

Table 3.9 summarizes the annual budget allocations for CCATD by expense type. As shown, total budget increased significantly between FY2016-17 to FY2018-19 due to increases in grants in FY2018-19.

Table 3.9. Cost Allocation by Expense Type

Year	Personal Services	Materials & Services	Capital Outlay	Contingency	Reserved Future Requirements	Total
FY2016-17	\$104,241	\$281,103	\$94,564	-	-	\$479,908
FY2017-18	\$440,735	\$309,038	\$174,419	-	-	\$924,186
FY2018-19	\$556,002	\$376,499	\$165,000	\$25,500	\$145,953	\$1,268,954
FY2019-20 ¹	\$321,481	\$438,595	\$337,772	\$100,000	\$442,755	\$1,640,603

1. Adopted budget for FY2019-20; the FY2019-20 actual budget was impacted by COVID-19

3.5.2 FARE STRUCTURE AND REVENUE

Table 3.10 summarizes the annual budget cost allocations for CCATD by revenue source. While CCATD receives revenue from service and operations, the majority of CCATD's funding comes from state and federal grants.

Table 3.10. Cost Allocation by Resource Type

Year	Grants	Fares	Contracts	Local Funds	Advertising	Total
FY2016-17	\$691,978	\$59,824	\$19,469	\$12,500	\$1,743	\$785,514
FY2017-18	\$685,101	\$68,054	\$13,352	\$17,500	\$2,994	\$787,001
FY2018-19	\$1,041,043	\$63,337	\$34,240	\$16,000	\$2,993	\$1,157,613
FY2019-20¹	\$1,486,437	\$27,000	\$64,784	\$8,000	-	\$1,586,221

1. Adopted budget for FY2019-20

CCATD fares have historically varied by route and type. Table 3.11 summarizes the Fare Revenue by route and type for current CCATD service as well as previous CCATD service. The fare revenue and related statistics are based on FY 2017-18 data.

Table 3.11. CCATD Fares

Service	Adult	Senior	Youth
Service (Pre-COVID-19)			
Bandon Loop (Cranberry Express)	\$1.00	\$0.50	\$0.50
Coos Bay Loop (Pirate Express)	\$1.00	\$0.50	\$0.50
North Bend Loop (Bulldog Express)	\$1.00	\$0.50	\$0.50
Weekend Express	\$1.00	\$0.50	\$0.50
Charleston Intercity (Charleston)	\$1.00	\$0.50	\$0.50
Coquille/Myrtle Point Intercity Connector (Timber Express) ¹	\$2.00	\$1.00	\$1.00
Dial-A-Ride	\$2.00	\$1.50	\$1.00
Previous Service (prior to July 1, 2019)			
Bay Loop (East) – Bulldog Express	\$1.25	\$0.50	\$0.50
Bay Loop (West) – Pirate Express	\$1.25	\$0.50	\$0.50
Lakeside-Hauser & Loop Express Connector	\$2.00/\$1.25	\$0.50	\$0.50
Intercity Connector	\$2.00	\$1.00	\$1.00
Powers Stage	\$2.00	\$2.00	\$2.00
Dial-A-Ride	\$2.00	\$1.50	\$1.00

1. Fare is per segment Coos Bay to Coquille, Coquille to Myrtle Point

How can we improve transit for you?



Please use three (3) dot stickers to vote for the bus service improvements that are of highest priority to you

	Additional Comments
<p>Increase Frequency Enhance existing service by providing more frequent service.</p>	
<p>Extended Hours Extend existing service to earlier mornings and later evenings.</p>	
<p>Weekend Service Enhance existing service by providing Saturday and/or Sunday service.</p>	
<p>New Service Add or modify routes to serve different locations or add new types of service, such as commuter or shopping/grocery shuttles.</p>	
<p>Service to Underserved Populations Enhance outreach, programs, or service to populations like people with disabilities and low-income populations.</p>	
<p>Shelter & Bus Stop Amenities Provide enhanced signage at stops or other amenities to increase comfort when waiting.</p>	
<p>Technology</p>	

- 4.1 Population, Employment, and Land Use Growth
- 4.2 Needs Related to CCATD Goals and Policies
- 4.3 Transit Supportive Area Needs
- 4.4 Stakeholder and Public Identified Needs

4. NEEDS ASSESSMENT

4. NEEDS ASSESSMENT

This needs assessment summarizes existing and future demands from population, employment, land use growth; needs related to CCATD goals and policies; transit supportive area needs and stakeholder and public needs to inform the service opportunities and recommendation. Further detail on these sections are included in **Reference D: Unmet Transportation Needs Memorandum #4**.

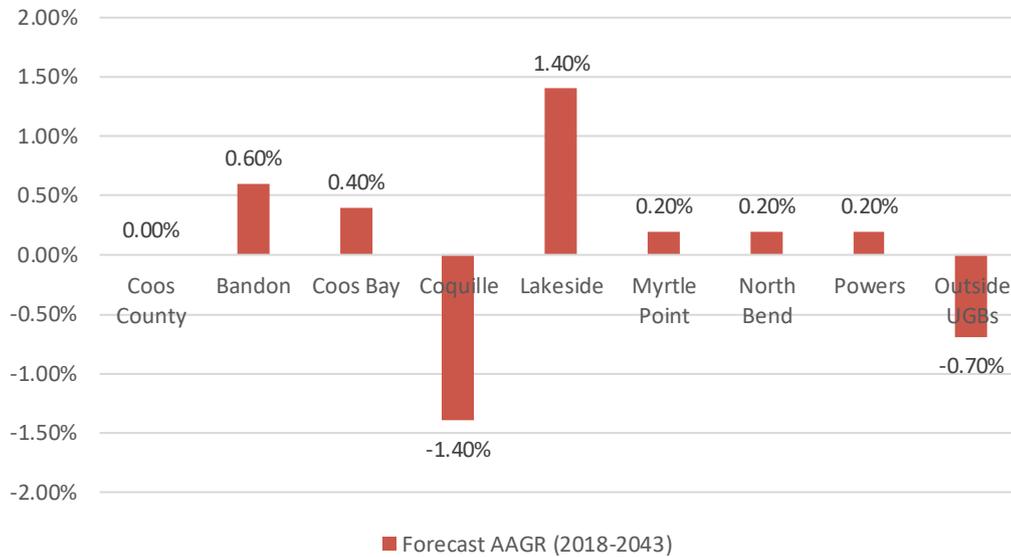
4.1 POPULATION, EMPLOYMENT, AND LAND USE GROWTH

The following section describes the future population, employment and land use growth in the CCATD area. Future growth is considered in evaluating potential service enhancements and changes. Key takeaways are summarized in the following sections.

4.1.1 POPULATION GROWTH

- Figure 4.1 compares the population growth projections for the cities in Coos County. As shown, Coos County's population experienced a growth of 0.1% annually between 2010 and 2018; based on population forecasts, the county population is expected to remain stable through 2043, with a forecasted 2043 population of 62,747.

Figure 4.1 Forecasted Average Annual Growth Rates in Coos County (2018 – 2043)



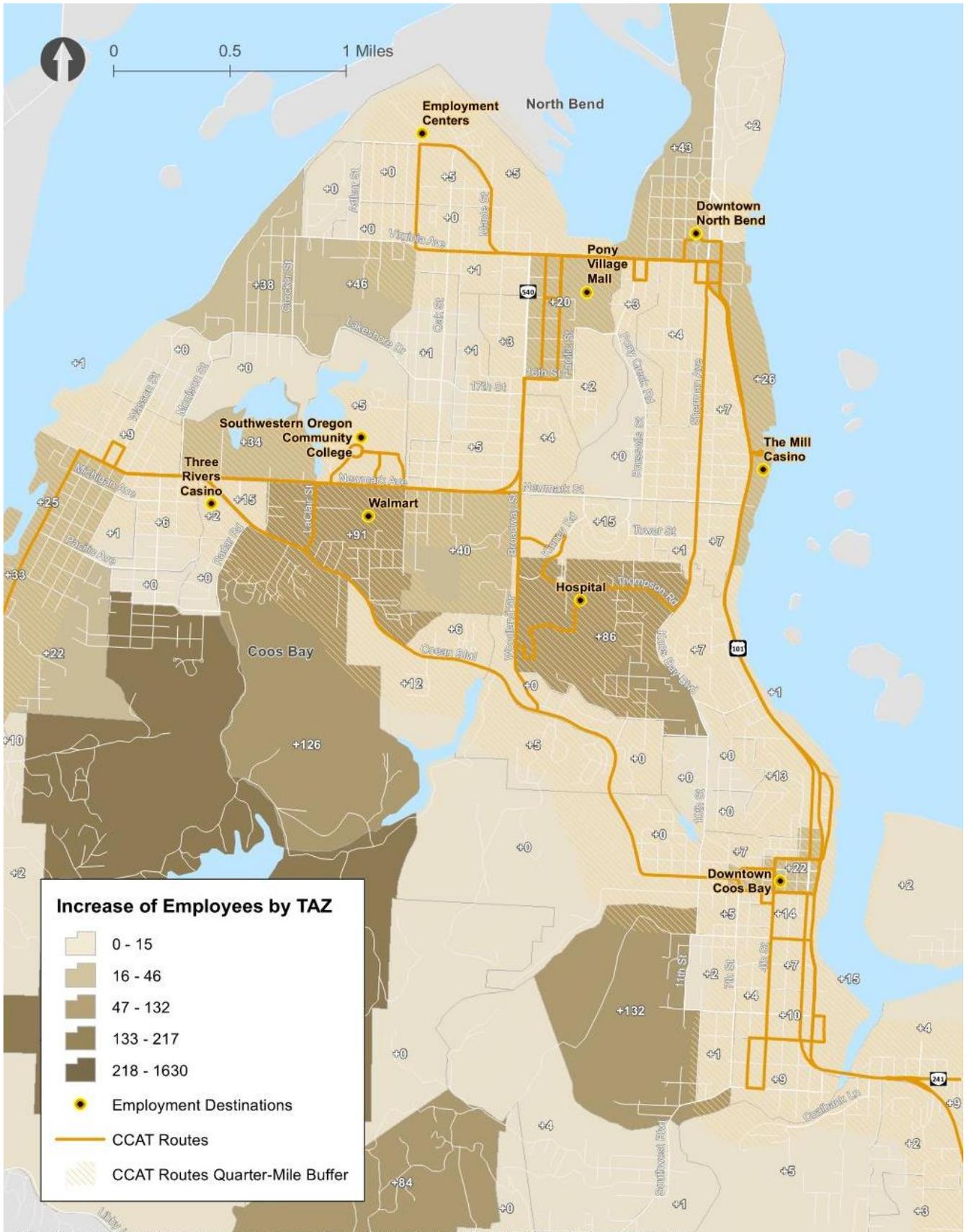
- Figure 4.2 shows the forecasted increase in households by TAZ from 2013 to 2035, based on traffic analysis zone (TAZ) data provided by Oregon Employment Department (OED) for year 2013 and year 2035. As shown, the greatest growth is expected in northwestern North Bend and adjacent portions of Coos Bay, along the Cape Arago Highway between Coos Bay and Charleston, and in areas west, south, and east of downtown Coos Bay. With the exception of the Cape Arago Highway, most of these areas are more than ¼ mile from the closest existing transit service. Future household density in downtown North Bend and along Highway 101 is expected to increase.
- Household growth is forecasted to increase by 1,071 households between 2013 and 2035, an average annual growth rate of 0.3 percent.

4.1.2 EMPLOYMENT GROWTH

Figure 4.3 shows the change in number of employees by TAZ from 2013 to 2035

- OED forecasts that employment will increase by 3,445 jobs between 2013 and 2035, an average annual growth rate of 1.0 percent. This includes 1,800 employees by 2035 in the area between Isthmus Slough and Catching Slough southeast of downtown Coos Bay.
- Overall employment is expected to increase modestly during the 10-year horizon.
- Private educational and health services account for the largest numerical growth in the forecast.
- Construction accounts for the largest percentage growth in the forecast.
- Other growth sectors include trade, transportation, and utilities; leisure and hospitality; and self-employment.

Figure 4.3 Forecasted Increase of Employment per Acre by TAZ from 2013 to 2035



4.1.3 LAND USE GROWTH

Information from adopted land use and transportation plans, along with observations of recent development activity, were used to assess land use change and its considerations for transit service. Detailed plan summaries are included in **Reference D: Unmet Transportation Needs Memorandum #4**. Key takeaways from this review are as follows:

- The City of Bandon zoning map indicates a significant number of vacant residential parcels that are platted outside the current city limits but within the city's urban growth boundary (UGB). Hence, it is reasonable to assume that residential growth in Bandon will include gradual buildout of these large-parcel residential areas, along with modest infill in other parts of the city. New jobs are likely to be located in the existing employment-zoned portions of the city. Industrial uses and the Bandon State Airport occupy the area in the southeastern portion of the UGB, and could also see employment growth in the future.
- The City of Coos Bay Comprehensive Plan map shows large undeveloped areas that are designated for higher-density residential uses; however, these areas appear to be steeply sloped and may not result in a significant amount of new development. Large parcels in the northeastern most portion of the city (across Coos River and not connected by land) that are planned and zoned for residential use, but are currently undeveloped.
- Coos Bay's Front Street Action Plan (2017) focuses on increasing connectivity, fostering community access to the waterfront, attracting private investment, and diversifying Coos Bay's economy. The plan notes that no public transit is provided to the Front Street area; today, it is served only by the Weekend Express route.
- Coos Bay has two Urban Renewal Districts, the Downtown District and the Empire District in northwest, where the city desires additional growth and redevelopment.
- The Georgia Pacific site, located near the Coquille River west of the city of Coquille is zoned for future commercial retail and light industrial uses.
- Lakeside's comprehensive plan contains policy language that supports "efforts to maintain and increase commercial bus service and other mass-transit from Lakeside to regional destinations that provide connections and services."
- The Myrtle Point Community Plan (2013) expresses a desire for expanded local transit service, including a dedicated South County transit loop, with more frequent service between Powers, Myrtle Point, and Coquille; as well as a regular, express connector to the Coos Bay Area.
- The North Bend Comprehensive Plan (2019) recognizes the need for additional types of housing, including apartments, duplex dwellings, row houses, condominiums, and cluster housing, among others. The plan states that multi-family residential zoning may be permitted immediately adjacent to general commercial shopping areas as appropriate. This may result in densification of residential areas in the City over time.

4.2 NEEDS RELATED TO CCATD GOALS AND POLICIES

CCATD's goals are geared towards improving customer-focused services, accessibility and connectivity, coordination, health and sustainability. CCATD's policies focus on providing reliable public transportation (Policy 1A); improving existing services (Policy 2A); ensuring access to employment, education and health services (Policy 2B); and strengthening coordination with land use

planning to support transit system and increase access (Policy 3E).

The following high-level needs have been identified:

- Improve service utilization, safety and security and resource utilization.
- Improve connectivity and service levels for frequent destinations and transit-dependent populations.
- Increase ridership with strategies related to communication, connectivity and accessibility.
- Improve route and service efficiency.
- Increase the service span to accommodate more work and school schedules.
- Service improvements specifically focused on serving Title VI populations will need to focus on key destinations rather than particular housing locations.

4.3 TRANSIT SUPPORTIVE AREA NEEDS

Figure 4.4 identifies the transit supportive areas (TSAs) identified under 2013 and projected 2035 conditions, respectively. Not every location identified as transit-supportive may be a good candidate for fixed-route service for a number of reasons, including cost, poor infrastructure, and difficult access. Although most existing and future TSAs are located within ¼ mile of fixed-route transit, there are opportunities to expand service to more-distant portions of these areas, either by modifying existing fixed routes or by converting fixed routes to deviated-route service.

4.3.1 NORTH BEND FINDINGS

- Existing unserved TSAs are located in the west, east (household growth)
- Future TSAs are expansions of already existing TSAs
- Poor street connectivity makes providing service difficult in the southwest part of North Bend

- Older adult population concentrations spread across the city

4.3.2 COOS BAY FINDINGS

- Existing unserved TSAs are located in the northeast (household growth and employment growth) and northwest (employment growth)
- Largest unserved future TSAs are in the south (household growth)
- Future TSAs are expansions of already existing TSAs
- Older population concentrations spread across the city

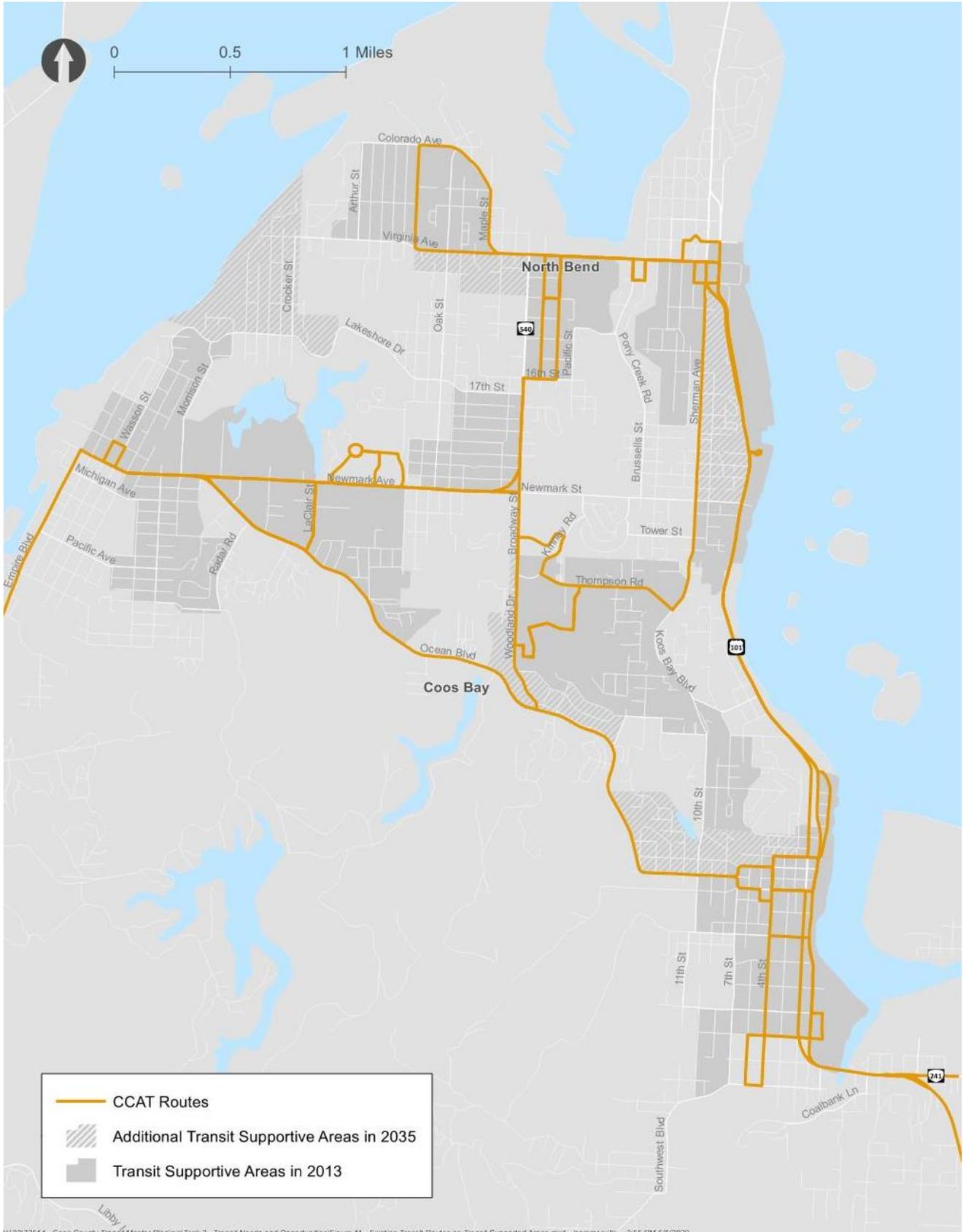
4.3.3 INTRACOUNTY FINDINGS

- The Timber Express, serving the Highway 42 corridor (Coquille, Myrtle Point), serves shorter-duration trips (e.g., shopping, medical, social), but an additional late-afternoon trip would make transit more feasible for employment- and education-related trips.
- Powers receives once-a-week lifeline service. The community's size (700 residents) and distance from other communities pose a challenge to increasing the amount of service provided.
- The time between the first and last trips of the day between Bandon and Coos Bay/North Bend is sufficient for shorter-duration trips, but not trips requiring being at the destination for most or all of the day.
- The time between the two Charleston trips between Charleston and North Bend may be longer than desired for shorter-duration trips, but is not long enough to serve employment-related trips.
- Lakeside currently has no transit service, but will receive better service than previously existed when CCATD's new Coos Bay to Florence route begins service.

4.3.4 INTRACITY FINDINGS

- Coos County currently has no same-day intercity transit connections to the rest of Oregon, other than to Curry County.
- The new CCATD route to Florence (with an onward connection to Eugene) will restore connectivity (Florence and Roseburg initiated service in July 2020) to Amtrak and destinations in the Willamette Valley, but is only planned to operate four days a week.
- The new CCATD route to Roseburg offers the possibility of northbound and/or southbound connections to Greyhound, depending on how the route is scheduled. It is only planned to operate twice a week.

Figure 4.4 Transit Supportive Areas



H:\2019\23514 - Coos County Transit Master Plan\Task 3 - Transit Needs and Opportunities\Figure 11 - Existing Transit Routes on Transit Supportive Areas.mxd - Jemmerville - 3:55 PM 5/5/2020

4.4 STAKEHOLDER AND PUBLIC IDENTIFIED NEEDS

Needs identified to date by riders, social service providers, partner agencies, and the public at-large include are summarized below.

4.4.1 STAKEHOLDER INTERVIEWS

- Frequency and availability of Dial-A-Ride service need to be increased due to high demand and high number of people with disabilities and people in wheelchairs availing the service.
- Connections need to be provided to and from Lakeside.
- Transit connectivity needs to be improved between Star of Hope and The Mill Casino (Curry County Transit currently has a route that runs by Star of Hope).
- Training on basic transit travel that includes fare payment process and technology information needs to be provided to the public.
- An inter-governmental agreement needs to be sanctioned in the near future for the Florence to Coos Bay route.
- Connections need to be provided to and from Florence and Eugene to meet transit needs of the tribes, community members and employees in the area.
- Stop needs to be provided near Tribal Housing in North Bend near Airport eights as a fair share of the community members do not drive.
- Transit services should be improved to and from casinos to serve employees and colleges to serve students.
- Transit schedules need to be conducive to work schedules of employees in the region.
- Weekend service needs to be provided and made more frequent to run daily errands and visit key destinations (shopping, going to places of worship).
- Online transit bookings access and vanpool coordination from transfer spots need to be provided.
- Marketing and advertising of new online services need to be commenced once online tools are in place.

Additional outreach activities, focus group meetings and Board of Commissioners work sessions will be conducted during the next phase of outreach.

4.4.2 DRIVER SURVEY

- Improving transit vehicles ranked as the number one improvement if additional funding were to become available; new service and staffing needs, and additional dispatch support were also noted as improvements for consideration followed by improvements to existing transit service and transit stations/stops.
- The majority of additional recommendations voiced by operators included improvements to stop amenities, including signage, maps, seating and posted schedules to help increase visibility, awareness, and service knowledge.
- One operator identified the need for a transit station for transfers and another recommended coordinating with the State/County to issue senior/disability service cards for transit access.

4.4.3 ONBOARD RIDER SURVEY

- When asked about service improvements, riders identified increased frequency of service, extended service hours and weekend service as key improvements.

4.4.4 ONLINE SURVEY

Key findings related to needs from the online survey conducted during the summer of 2019 include the following:

- When asked what type of limitations prevented participants from making a trip due to lack of transportation, participants noted that CCATD doesn't run when they need to travel, CCATD doesn't go where they need to go, or they do not have a working motor vehicle.
- Riders indicated that real-time vehicle arrival information and online/mobile trip planning tools as the highest-interest tools for rider convenience.
- In ranking six options from low priority to high priority, 'Increase Frequency' received the highest number of #1 (high priority) ratings. 'New Service' had the highest average ranking.

4.4.5 IN-PERSON EVENTS

- Key themes voiced by community members at the Coos Bay Farmers Market included a desire for enhanced weekend service and extended hours of existing service.
- Key themes voiced by community members at the Bandon Farmers Market include:
 - ◆ Provide weekend service from Coos Bay/North Bend to Bandon
 - ◆ Provide a daily shuttle from Bandon to the Southwest Oregon Regional Airport
 - ◆ Provide connections between Bandon and Roseburg
- Greatest community support for transit improvements identified at the Coos County Fair & Rodeo was for increased frequency followed closely by weekend service, service to underserved populations, and technology.



5. ALTERNATIVES DEVELOPMENT AND EVALUATION

5. ALTERNATIVES DEVELOPMENT AND EVALUATION

Service potential alternatives were identified based on future needs, and evaluation criteria were developed based on the updated mission, goals, and policies. This section summarizes the evaluation criteria and process for evaluation. Further detail on these sections are included in **Reference C: Transit Benchmarks and Monitoring Program Memorandum #3**.

Reference C: Transit Benchmarks and Monitoring Program Memorandum #3 presented evaluation criteria to (1) measure progress on CCATD's goals, policies, and practices; and (2) prioritize future service opportunities. Table 5.1 provides the evaluation criteria, their related goal area, and a description of each criterion.

Table 5.1 Evaluation Criteria

Evaluation Criteria	Notes
Goal 1: Customer-Focused Services	
Ridership Potential	Total ridership potential from Transit Cooperative Research Program (TCRP) methodologies, existing ridership compared to population/employment near stops, etc.
Service Hours	Change in number of service hours
Rides per Hour	Cost-efficiency measure comparing potential ridership to service hours provided
Service Frequency	Change in service frequency (can be further distinguished by frequency during peak periods vs. off-peak)
Service Span	Change in number of hours per weekday and weekend day service is provided
Travel Time	Evaluates travel time impacts to existing service and travel time for new services
Stakeholder Support	Considers support and priorities of riders, community members, and other stakeholders
Goal 2: Accessibility and Connectivity	
Population within ¼ Mile of Transit Route or Service	Measures accessibility to transit for the general population and serves as a proxy for ridership
Employees within ¼ Mile of Transit Route or Service	Measures transit accessibility to jobs and serves as a proxy for ridership
Transportation-Disadvantaged Populations within ¼ Mile of Transit Route or Service	Measures transit accessibility for transportation-disadvantaged populations
Goal 3: Coordination	
Connections to Other Routes/Providers	Evaluates how well an alternative is integrated with other routes and mobility services or if the alternative represents a change in connectivity to other transit options
Goal 4: Health and Sustainability	
Access to Health-Supporting Destinations	Evaluates access or change in access to grocery stores, parks, community spaces, health care, and social services
Cost per Ride	Evaluates cost-efficiency of system or alternative
Total Capital Costs	Provides capital costs needed to start service alternative
Total Annual Operating Costs	Provides change in operating costs to maintain service alternative

Because of budget shortfalls and most recently, due to COVID-19, CCATD proposed to transition from a fixed-route system to a deviated-route service model. The alternatives discussed in the following chapter (Chapter 6.2 – Service Plan) of the TMP were developed to better address identified passenger needs while accommodating budget constraints. The proposed changes to routes include addition of deviation time to bay area local routes

(Pirate Express, Bulldog Express, Charleston and Weekend Express), elimination of some stops based on ridership data and addition of stops based on feedback from the outreach process, reduction of route length, focus on serving transportation-disadvantaged populations, elimination of some routes (Timber Express and Cranberry Express), introduction of new routes (South County, Roseburg and Florence) to provide intracounty and intercity services, increase in coverage etc. **Reference E: Future Service Opportunities Memorandum #5** provides further details about service alternatives.

It is recommended that CCATD closely monitor demand for route deviations to fine-tune local route operations. Two areas in particular are important to monitor:

- Monitoring how often particular destinations are requested for deviations. If a destination is requested several times per day, it may warrant adjusting the route so that the location becomes a regular stop, as long as this can be done without major impacts to the route's overall running time.
- Monitoring whether deviation requests are impacting schedule reliability.

The survey of CCATD drivers noted the potential need for additional dispatch support. The switch to deviated routes, will increase the volume of requests that are made for pick-ups, and CCATD further plans to prioritize requests by trip purpose. CCATD has purchased new dispatching software that other small-city Oregon systems use for dispatching their route deviation services.



- 6.1 The Vision
- 6.2 Service Plan
- 6.3 Capital Plan
- 6.4 Implementation Plan
- 6.5 Financial Plan
- 6.6 Management and Marketing Plan
- 6.7 Performance Management and Monitoring Program Plan
- 6.8 Policy and Code Amendments

6. TRANSIT MASTER PLAN

6. TRANSIT MASTER PLAN

Based on the sum of all data, public and stakeholder input, and analysis contained in earlier sections of this TMP, the chapter outlines future strategies, implementation recommendations, and financial components to achieve CCATD's mission and goals.

6.1 THE VISION

CCATD provides public transit service through Coos County and connects to other counties and cities. CCATD strives to link people, jobs, and communities conveniently, consistently, and safely to meet the needs of everyone in Coos County. CCATD's goals are to provide services that are safe, comfortable, and convenient for all riders; to improve access and connections within and between communities in the CCATD service area; to collaborate with public and private partners to maximize services; and to foster public, environmental, and fiscal health through transit investments. This section outlines a long-range plan to help CCATD implement this vision over the next 20 years. The plan includes service and capital plans, an implementation plan, a financial plan, a management plan, and a performance monitoring program.

6.2 SERVICE PLAN

CCATD implemented a deviated-route service model in 2020 due to budget constraints and decreased demand due to COVID-19. Many other transit agencies such as South Clackamas Transit District (SCTD) and the Clackamas County Shuttles implemented or are proposing to shift to the deviated fixed-route model. CCATD's prior fixed-route service did not go off-route to pick up or drop off passengers. Instead, CCATD met ADA requirements for service for persons with disabilities by providing dial-a-ride service within ¼ mile of the fixed routes to eligible passengers.

Under deviated-route model, the bus follows a fixed route, but anyone is allowed to request a deviation. A separate ADA paratransit service is not required under this model; however, CCATD will continue to operate some dial-a-ride. Under this model, CCATD is allowed to deny deviation requests once the available capacity (i.e., number of allowed deviations per trip) has been reached. The change

to deviated-route service will allow some of the demand to be served by deviating the fixed-route while continuing to serve some of the demand with up to two dial-a-ride vehicles. This model will help CCATD sustain service into the future. CCATD proposes to continue to operate deviated-route service following the pandemic, with the following characteristics:

- Everyone will be eligible to request a deviation of the fixed-route service.
- Maximum deviation distance: ¼ mile from the fixed route.
- Trip purpose priorities for deviations, in descending order: medical, employment, education, nutrition, shopping, recreation, other, same-day medical, same-day non-medical.
- Maximum deviations per trip: To be determined. Each route's schedule will build in time to accommodate the identified maximum number of deviations without affecting schedule reliability.

The existing and future conditions analyses conducted for this plan have led to short-, mid- and long-term recommendations. Short-term actions (2020–2024) are high-priority actions based on outreach feedback, COVID-19 pandemic response, CCATD budget constraints, and the needs assessment, and have a low cost to implement. Mid-term actions (2025–2030) include recommended changes from the service alternative analysis that are moderate to high priority, and have low to medium costs to implement. Long-term actions (2031–2040) are recommendations that are moderate to high priority and have medium to high costs to implement. Section 6.4, Implementation Plan, provides more details about the recommended changes.

Further details about the deviated fixed-route model and recommended service changes are provided in **Reference E: Future Service Opportunities Memorandum #5** and **Reference F: Financial Assessment Memorandum #6**.

6.2.1 PLANNED SERVICE CHANGES (SHORT-TERM)

Reference E: Future Service Opportunities Memorandum #5 provides details about service alternatives. The following changes are proposed to be implemented after the pandemic to better address identified passenger needs while accommodating budget constraints.

6.2.1.1 Proposed Route Changes

The Pirate, Bulldog, and Charleston routes in the Bay Area are proposed to operate as deviated routes and have changes in their routing. Some locations will no longer be served directly but will be eligible as deviated stops. The Weekend Express will not be funded in 2021 but improvements to the route will be part of the short-term plan (2020-24) after 2021.

6.2.1.2 Eliminated Routes

The Timber Express (Coquille/Myrtle Point) and Cranberry Express (Bandon) routes will be eliminated. Service to Coquille and Myrtle Point will be provided by a combination of a new intercity route to Roseburg, a new South County route, and the Powers Stage route. The Cranberry Express has very low ridership and is proposed to instead operate as a new South County route connecting Myrtle Point, Coquille, and Coos Bay/North Bend. Bandon is served by Curry Public Transit.

6.2.1.3 New Routes

Three new routes, the South County Route and new intercity routes to Roseburg and Florence, are

proposed. The Roseburg and Florence routes already have funding for the first year.

Table 6.1 describes the planned route changes in the CCATD deviated fixed-route model. Figure 6.1 illustrates the recommended short-term routes.

6.2.2 MID-TERM SERVICE PLAN

Mid-term service enhancements (2025–2030) include providing weekend service, adding a new Bay Area route, and increasing service span and frequencies. These enhancements are moderate to high priority and have low to medium costs to implement. Further details about the mid-term service improvements are provided in Section 6.4, Implementation Plan; **Reference E: Future Service Opportunities Memorandum #5**, and **Reference F: Financial Assessment Memorandum #6**.

6.2.3 LONG-TERM SERVICE PLAN

Long-term service enhancements (2031–2040) include enhancements that are moderate to high priority and have medium to high costs to implement. These enhancements include increased frequency, increased dial-a-ride service, and continuation of short-, and mid-term improvements. Further details about the long-term service improvements are provided in Chapter 6.4, Implementation Plan; **Reference E: Future Service Opportunities Memorandum #5**, and **Reference F: Financial Assessment Memorandum #6**.

Figure 6.1. Recommended Short-Term Routes

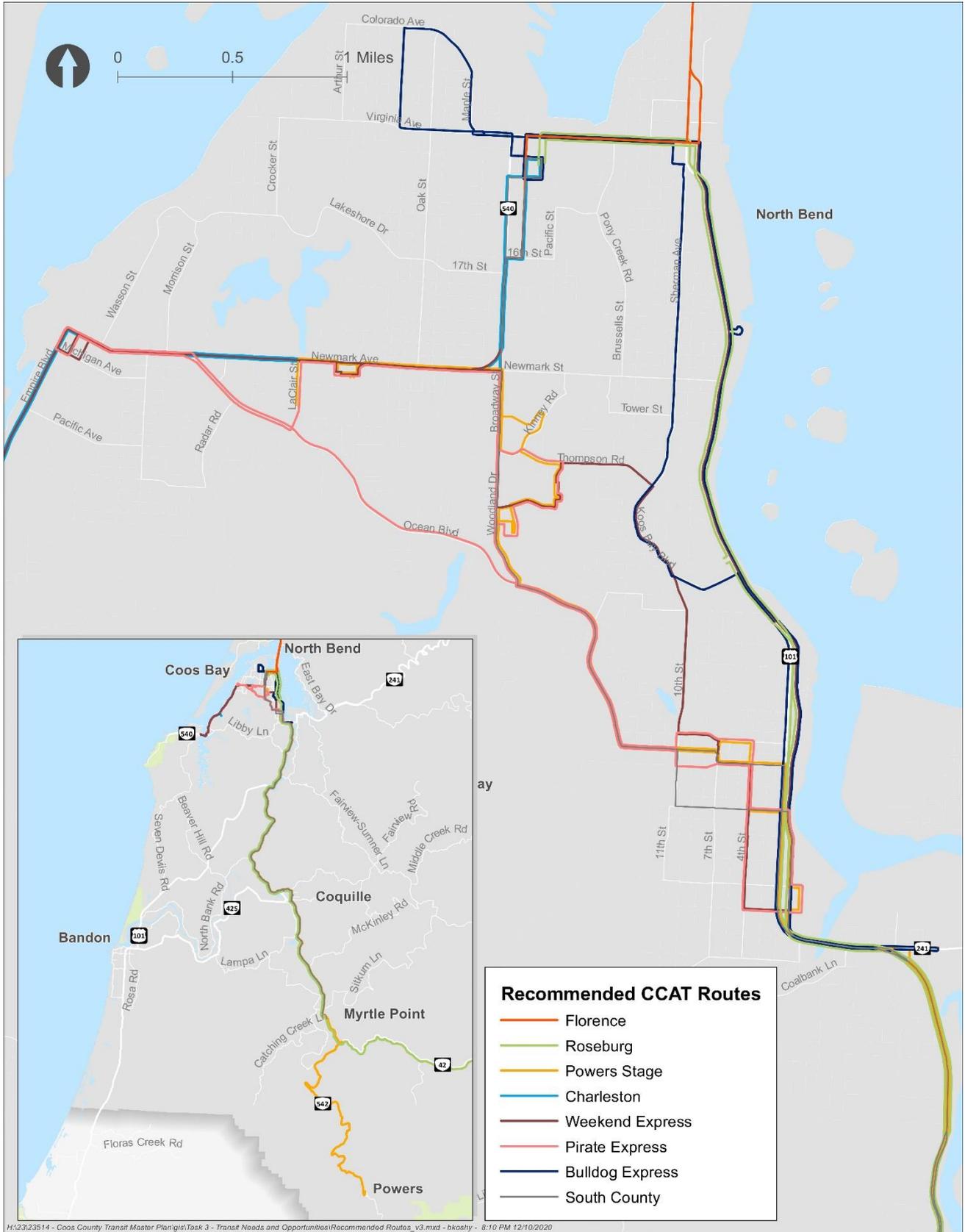
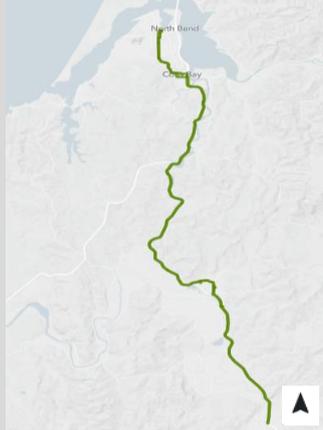


Table 6.1. Description of routes in the CCATD Deviated Fixed-Route Model

Route	Description of Changes	Route Figure
Pirate Express	<ul style="list-style-type: none"> Consistent 60-minute headways (8:00 am and 5:00 pm) Extended to the South Coast Business Employment Corporation upon request Travel on 4th Street (Downtown Coos Bay) serving the DMV upon request. Fred Meyer and Safeway will be designated stops Continue to serve the North Bay Medical Center and Bay Area Hospital once each hour. No longer regularly serve destinations along Kinney Road and Waite Street (but could deviate there on request). Continue to provide service to Advanced Health, Oregon Coast Community Action, and Coos Health and Wellness. 18 minutes per hour to support deviations 	
Bulldog Express	<ul style="list-style-type: none"> Consistent 60-minute headways (8:00 am to 5:00 pm) Passengers may transfer to Pirate Express to access the medical facilities) Serve a major portion of Sherman Ave to serve adjacent residential areas; a stop would be provided at The House and The Mill Casino. Serve the North Bend Lanes, the post office on McPherson and the Boardwalk upon deviated request. Pirate Express and Bulldog Express buses will meet at SCBEC upon request to transfer passengers at 0:28 past each hour Connections to the Charleston route may be made at the Superstop after a 30-minute layover. Connections to the Florence and Roseburg intercity routes may also be made at the Superstop. 21 minutes per hour to support deviations. 	
Charleston	<ul style="list-style-type: none"> 1-hour headways between 7:00 am and 5:00 pm Schedule timed to allow connections to intercity bus routes serving Florence, Roseburg, and Curry County at the Superstop. Connections to the Pirate route may be made in Empire, while connections to the Bulldog route may be made at the Superstop after a 30-minute layover 22 minutes per hour to serve route deviations 	
Weekend Express	<ul style="list-style-type: none"> 90-minute headways from 7:00 am to 5:00 pm, with a 90 min lunch break providing 5 round trips per day. The route will directly serve Charleston, The Mill Casino, downtown Coos bay and the Superstop. 20 minutes per round trip to accommodate deviations. This route will not be funded in 2021 but will be considered in the short-term plan after 2021 	
South County	<ul style="list-style-type: none"> Operate in a loop twice a day, five days per week (Monday - Friday). Bus would depart (morning) Coos Bay traveling to Coquille, Myrtle Point and back to Coos Bay (same direction – afternoon) Serve trips from Myrtle Point and Coquille to Coos Bay/North Bend and back (currently served by Timber Express) 	

Route	Description of Changes	Route Figure
	<ul style="list-style-type: none"> ● Serve trips from Coos Bay to the courthouse in Coquille and back (desirably arriving in Coquille at 9:00) ● Provide a transit connection between Myrtle Point, Coquille, North Bend and Coos Bay that does not currently exist. 	
<p>Powers Stage</p>	<ul style="list-style-type: none"> ● Proposed to continue to operate once a week on Thursdays, plus the second Tuesday of every month ● The schedule could be adjusted to facilitate connections in Myrtle Point to the new Highway 42 route to Roseburg 	
<p>Roseburg</p>	<ul style="list-style-type: none"> ● Operate two days per week, Tuesdays and Wednesdays ● Depart from Superstop at 7:30 am; arrive in downtown Roseburg at approximately 10:30 am, with stops in downtown Coos Bay, Coquille, Myrtle Point, Bridge, Camas Valley, Ten mile, Porter Creek, Winston, and Green. ● Bus will continue to the VA hospital and (on request) other medical-related destinations in Roseburg (Mercy Medical Center, medical offices, and drug treatment centers) after stopping at downtown Roseburg ● Depart Roseburg at 1:37 pm, returning to North Bend at 4:30 pm. 	
<p>Florence</p>	<ul style="list-style-type: none"> ● Operate four days per week (Monday, Tuesday, Thursday, Friday), with three round trips per day. ● Depart the Superstop and arrive at the Three Rivers Casino in Florence about 2 hours later, with stops in Hauser, Lakeside, Winchester Bay, and Reedsport. ● Passengers (in Florence) can connect to Link Lane service to Yachats and Eugene, with onward connections available in Eugene to Amtrak, Greyhound, and Cascades POINT intercity services, among others. ● Replace service lost when the Eugene–Coos Bay route operated by Pacific Crest Lines was discontinued in February 2020 	

6.2.4 TRANSPORTATION-DISADVANTAGED POPULATIONS

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-1) states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In combination with subsequent federal nondiscrimination statutes, agencies receiving federal financial aid are prohibited from discriminating based on race, color, national origin, age, economic status, disability, or sex (gender). Other relevant federal statutes include the Federal-Aid Highway Act, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency.⁸

Table 6.2 and Table 6.3 summarize the results of the Title VI analysis for the routes with proposed changes (short-term routes), and new routes, showing the number of people overall, jobs overall, and persons in different transportation-disadvantaged groups who live within ¼, ½, and 1 mile of CCATD's transit service.

Table 6.2. Title VI Analysis (All short-term routes except Roseburg and Florence)

	¼ Mile	½ Mile	1 Mile
Population	14,210	24,423	32,752
Jobs	8,889	13,334	15,492
% in poverty	19.7%	18.9%	18.4%
% in poverty 200%	40.8%	40.4%	40.5%
% in minority	19.3%	18.8%	18.1%
% seniors (65+)	21.1%	21.6%	21.9%
% youth (18-)	20.7%	21.1%	21.1%
% limited English	1.9%	1.7%	1.6%
% with disabilities	21.3%	21.6%	22.1%
% with no vehicles	10.9%	11.2%	11.1%

Note: Percentages are representative of the population within the stated distance of CCATD short-term route service.

Table 6.3. Title VI Analysis (Roseburg and Florence)

	¼ Mile	½ Mile	1 Mile
Population	5,094	13,326	32,376
Jobs	4,991	9,742	20,671
% in poverty	19.5%	17.3%	16.4%
% in poverty 200%	43.3%	42.4%	40.2%
% in minority	20.2%	17.4%	15.2%
% seniors (65+)	21.3%	22.0%	23.4%
% youth (18-)	20.6%	20.4%	21.1%
% limited English	2.9%	2.3%	1.7%
% with disabilities	20.3%	20.9%	21.5%
% with no vehicles	9.5%	9.4%	9.4%

Note: Percentages are representative of the population within the stated distance of CCATD

⁸Title VI populations include individuals who identify as minorities (both racial and ethnic), low-income, disabled, elderly (65+), youth/children (under 18), veterans, and LEP (primary language is not English) (FTA. 2015. Title VI of the Civil Rights Act of 1964, available at <http://www.fta.dot.gov/civilrights/12328.html>).

Table 6.4 shows the proportion of population served and jobs covered by each route (short-term routes) with proposed changes and new routes.

Table 6.4. Proportion of Population Served and Jobs Covered by CCATD Routes

Name	Every	Within 0.25 mile of Stops:		Within 0.5 mile of Stops:	
		Population	Jobs	Population	Jobs
Pirate Express	60 min	5,486	4,685	11,118	8,052
Bulldog Express	60 min	4,147	3,356	9,905	7,088
Charleston	60 min	3,265	1,267	8,381	3,156
Weekend Express	90 min	6,300	4,952	13,976	9,286
South County	185 min	7,395	4,521	14,874	7,929
Roseburg	180 min	4,397	4,641	11,400	8,805
Florence	240 min	1,685	947	4,701	2,347

6.3 CAPITAL PLAN

6.3.1 FLEET PLAN

This section reviews capital alternatives for the existing and future fleet, including fuel types and low-floor bus options. **Reference E: Future Service Opportunities Memorandum #5** provides more details about long-term fleet replacement (long-term local match set-aside, fleet size, fuel types, and bus stypes). Fleet findings are as follows:

- CCATD has a fleet of 21 vehicles
- Three vehicles were acquired in 2019 and have logged approximately 5,500 miles or less
- Table 6.5 shows vehicle replacement needs by fiscal year based on eligibility. As shown, 13 buses have exceeded their Expected Useful Life (EUL) and are eligible for replacement in FY 20/21, while two buses will be eligible for replacement in FY 23/24. No buses will exceed their EUL in FY 21/22, FY 22/23, or FY 24/25.
- It is recommended that CCATD maintain an average fleet age that is less than half the vehicles' average life span.
- Capital costs in 2020 are expected to be \$125,000 per 22-foot bus, based on the American Public Transportation Association (APTA)'s 2020 *Public Transportation Vehicle Database*.
- It is recommended that CCATD purchase low-floor buses for all deviated and fixed routes that are able to accommodate low-floor buses. However, routes with steep grades and/or stops where it is difficult to maintain an ADA-compliant slope on the ramp are best served by buses with lift systems to accommodate passengers with disabilities.
- Approximately 80–90% of these costs may be funded by state and federal grants; however, 10–20% of the costs should be budgeted for matching funds for the grants. Based on these cost calculations, approximately \$375,000 should be budgeted over the next five years for local match for replacing buses, or \$75,000 per year from FY 20/21 to FY 24/25.

Table 6.5. Vehicle Replacement by Fiscal Year based on Eligibility

	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Vehicles Eligible for Replacement in FY	13 vehicles	-	-	2 vehicles	-
Vehicle Replacement Cost by Year of Eligibility	\$1,625,000	-	-	\$250,000	-
Annual Average -Vehicles Replaced	3 vehicles				
-Total Cost	\$375,000 total				
-Local Match	\$75,000 match				

Fleet replacement costs are assumed to grow by 6% annually throughout the entire plan horizon. Table 6.6 shows the recommended annual local match for capital improvements and fleet replacement to be budgeted annually in the future.

Table 6.6. Future Fleet Replacement Costs (Local Match Only)

Costs	Sample Fiscal Year				
	2020	2025	2030	2035	2040
Fleet Replacement Costs	\$75,000	\$106,000	\$142,000	\$191,000	\$255,000

6.3.2 FACILITY IMPROVEMENTS

Transit passenger facilities include bus stops, passenger shelters, signage, transit centers, and park-and-ride lots.

6.3.2.1 Transit Centers, Major Transit Stops and Shelters

CCATD has developed a transfer stop at Pony Village Mall in North Bend and plans to upgrade it as a “super stop” with a higher level of amenities. Shelters have already been installed at a number of other stops throughout the system, particularly at stops with higher boarding volumes and locations where passengers may have to wait a long time after completing their errand. It is recommended that CCATD install shelters at other stops with relatively high boarding volumes (e.g., 10 daily boardings or greater). An “off the shelf” passenger shelter (several companies provide them) typically costs approximately \$6,000 installed. In addition to initial capital costs, passenger shelters will incur maintenance costs, both for routine on-going

cleaning, and repair and replacement as needed. CCATD currently has four bus stops with shelters (Advanced Health, SOCC, North Bend City Hall, and the VA Clinic – Safeway – Pony Village Mall stops). The condition of existing shelters at these locations should be reviewed and additional amenities considered, although final locations and prioritization depends on the future service plan.

6.3.2.2 Bus Stops

As part of the deviated fixed-route model, it is recommended that CCATD install bus stop signs at all stops, so that passengers experience no confusion in identifying the locations where they can board the next bus to come along. In conjunction with developing these designated stop locations, it is further recommended that CCATD work with local cities, Coos County, and ODOT (depending on road jurisdiction) to prioritize developing ADA landing pads and developing accessible pedestrian routes (including curb ramps) to bus stops. Making stops more accessible helps reduce the number of route deviation requests, making service more reliable

and increasing the length of time that deviated-route service will be a viable alternative to the combination of fixed-route and ADA paratransit service.

Designated bus stops have the following additional advantages:

- They provide community awareness of the service, improving CCATD's visibility.
- They can be located in places providing safe bus and passenger access.
- They make the number of stops per run more consistent, helping improve schedule reliability.
- They can help communicate service information such as route names and timetables are posted at the stop.

The cost for new bus stop signage and a pole, installed, can range from \$300 to \$1,000, depending on the material and the installation conditions. It is recommended that route names be placed on the signs to assist riders in identifying the service. Bus stop displays with specific route, schedule, and fare information can also be helpful, although they require updating when service or fare changes occur, which adds to operating cost.

6.3.2.3 Park-and-Ride Lots

For CCATD, park-and-ride lots might be feasible in the following situations:

- The intercity routes are long enough that the transit trip may yield substantial user cost savings (particularly if gas prices increase).
- Locations where there are parking shortages during peak tourism times, or parks that charge for vehicle parking. Locations within Coos County that might be candidates include Charleston and the state and county parks west of Charleston.

The intercity park-and-ride demand is likely to be relatively small and peak tourism park-and-ride demand (if any) would be seasonal. Thus, it likely would not make sense for CCATD to invest in a substantial park-and-ride program. Instead, pursuing agreements with local businesses, local governments, and community organizations are

recommended to allow use of a few spaces for "informal" park-and-ride usage.

6.3.2.4 Bicycle and Pedestrian Amenities

It is of particular importance and a legal requirement to provide for access by persons with disabilities. Transit centers, shelters, and new or relocated bus stops should be designed to meet the requirements of the Americans with Disabilities Act (ADA). It is recommended that cities, the county, and ODOT prioritize street corners near transit centers and shelters for ADA ramps. This issue is particularly relevant to CCATD due to the high proportion of seniors within its service area.

The bicycle/transit connection can be facilitated by providing bicycle parking at high-usage stops and by providing bicycle racks on buses. It is recommended that CCATD provide bicycle racks on all of their buses and that the agency make this information more prominent on its website and other promotional materials.

6.3.2.5 Public Transportation System Technologies

Real-Time Customer Information

CCATD's [website](#) provides schedules for all routes, but does not currently provide real-time bus arrival information. With the introduction of deviated-route service, bus arrival times at stops become more approximate, depending on whether or not a deviation was made earlier in the trip, and with hourly headways creating long waits if a bus is missed, real-time information helps reassure riders that their bus is on the way. Information could be provided via CCATD's website, smartphones, and through "push" technologies such as text messages. If the data are made freely available, software developers may develop smartphone apps that use the data, without requiring a significant investment on CCATD's part. The local community college could be a partner in developing such an app. Developing real-time customer information is a project type eligible for STIF discretionary grant funding.

Dispatching

CCATD has recently purchased Ecolane dispatching software, which has the capability to support the proposed route deviation system.

Cameras

CCATD currently equips buses with security cameras. On-vehicle surveillance provides for documentation of criminal acts and can also be used to absolve the transit agency of fault in litigation involving passenger incidents. Security cameras (Closed Circuit Television, or CCTV) could

also be considered for high-activity stops such as the super stop. Should CCATD wish to pursue a possible security system, it is recommended that a study be conducted of possible options and their associated costs to allow for the selection of a system that best meets CCATD's needs.

6.4 IMPLEMENTATION PLAN

The existing and future analysis conducted for the CCATD service area and surrounding communities, and the subsequent public and stakeholder outreach, informed the recommendations provided in this section. Figure 6.2 illustrates an overview of the implementation plan including short-, mid-, and long-term actions. Following are the short-term, mid-term, and long-term actions:

Short-Term Actions (2020–2024) include recommended service changes that were high priorities for stakeholders, low cost to implement, pandemic-related, and improved connectivity to other providers. These recommendations address significant unmet needs, including making the deviated fixed-route model permanent, addressing future transit and intercity demand, and building stakeholder support. Fifteen buses are eligible for replacement during this time period and \$75,000 per year is recommended to be budgeted from FY 20/21 to FY 24/25 to replace three buses per year. The short-term improvements are recommended to be implemented over the next few years. Other actions include:

- **Service Changes:** Short-term changes are described in Section 6.2, Service Plan.
- **Passenger Counters:** CCATD currently has grant funding available for implementation of Ecolane to count number of passengers by stop locations.
- **Rider Tools and Information via Website and Mobile App:** This technology has moderate potential to increase ridership and is relatively low cost to implement. After real-time vehicle location information becomes available, these tools would make it available and useful to riders.
- **Bus Stop Improvements:** The superstop, improved signage at all stops, covered shelters at higher-volume stops, and benches at medium-volume stops have good potential to increase ridership by creating a more pleasant rider experience and increasing CCATD's visibility in the community- These are low to moderate cost

Figure 6.2. Overview of Implementation Plan

2024 (SHORT-TERM) 0 TO 5 YEARS

- DEVIATED FIXED ROUTE MODEL**
INTRODUCTION OF MODEL
- ELIMINATION OF ROUTES**
ELIMINATES TIMBER EXPRESS AND CRANBERRY EXPRESS
- NEW ROUTES**
ADDS 3 NEW ROUTES - SOUTH COUNTY, ROSEBURG, AND FLORENCE
- 2 DIAL-A-RIDE VEHICLES**

2029 (MID-TERM) 5 TO 10 YEARS

- INCREASED SERVICE SPAN FOR BAY AREA ROUTES**
PIRATE EXPRESS, BULLDOG EXPRESS AND WEEKEND EXPRESS - ADDS 620 SERVICE HOURS
- SATURDAYS**
ADDS 1650 SATURDAY HOURS
- HEADWAYS**
REDUCES HEADWAYS TO 30 MINUTES ON CRAB EXPRESS
- NEW ROUTES**
ADDS 1 NEW BAY AREA ROUTE
- ADDITIONAL TRIPS/DAY**
INCREASES TRIPS FROM 2 TRIPS (SHORT-TERM) TO 4 TRIPS (MID-TERM) ON SOUTH COUNTY ROUTE
- ADDITIONAL WEEKDAYS**
ROSEBURG AND FLORENCE ROUTES - ADDS 660 SERVICE HOURS

2034 (LONG-TERM) 10 TO 20 YEARS

- INCREASED SERVICE SPAN FOR BAY AREA ROUTES**
PIRATE EXPRESS, BULLDOG EXPRESS AND WEEKEND EXPRESS - ADDS 2775 SERVICE HOURS
- INCREASED FREQUENCY**
PIRATE EXPRESS AND BULLDOG EXPRESS
- 3 DIAL-A-RIDE VEHICLES**
ADDS 1 VEHICLE
- SUNDAYS**
ADDS 660 SUNDAY HOURS
- SATURDAYS**
ADDS SATURDAY HOURS
- ADDITIONAL WEEKDAYS**
ROSEBURG AND FLORENCE ROUTES - ADDS 660 SERVICE HOURS

items. It is recommended that CCATD pursue grant funding for stop improvements and shelters.

- **Low-Floor Vehicles:** Low-floor vehicles improve travel time by reducing the time required for passengers to get and off the bus, particularly passengers using mobility devices. Low-floor vehicles have minimal to no price differential from other vehicles and are recommended to be purchased as vehicles are replaced or the fleet size is increased.

Mid-Term Actions (2025–2030) are those that were moderate to high priorities for stakeholders, had low to medium cost, and improved connectivity and access. These recommendations serve commute demand, provide service to transit-supportive areas not currently served, and address general transit demand growth resulting from population, employment, and land use changes.

- **Service Changes:** As described in Section 6.2, Service Plan, mid-term actions include providing weekend service, adding a new Bay Area route, and increased service span and frequency.
- **Real-time Vehicle Arrival Information:** Automatic vehicle location (AVL) technology tracks bus locations and communicates the information to the dispatcher. Automatic passenger counters provide data about where and how many passengers get on and off the bus. Both technologies would help CCATD manage and plan operations better. In addition, AVL data are a necessary first step to providing

real-time vehicle location and estimated arrival time information to passengers, which improves the rider experience. These items were ranked as a top priority by online survey respondents and are relatively low cost to implement

- **Continued Bus Stop Improvements**
- **Continued Fleet Replacement**

Long-Term Actions (2031–2040) are those that were moderate to high priorities for stakeholders, had medium to high costs to implement, provided moderate to higher potential for new ridership, increased connectivity, and increased service availability and frequency. While many of these actions were high priorities for stakeholders and offered the opportunity for higher ridership, the increased frequency alternatives are better suited for longer-term implementation in order to allow current buses to increase their utilization (buses generally have not reached seating capacity) and to allow time for capital bus purchases.

- **Service Changes:** As discussed in Chapter 6.2, Service Plan, long-term actions include increased frequency, increased dial-a-ride services, and continuation of short- and mid-term improvements.
- **Continued Bus Stop Improvements**
- **Continued Fleet Replacement**

Both the mid- and long-term actions will require additional funding, as discussed in Section 6.5, Financial Plan. Table 6.7 summarizes prioritization of future service opportunities.

Table 6.7. Future Service Implementation

Route	Short-Term Actions	Mid-Term Actions	Long-Term Actions
Bay Area Local (Pirate, Bulldog, Charleston, Weekend)	<ul style="list-style-type: none"> Deviated fixed-route model 	<ul style="list-style-type: none"> Increase service span for Pirate Express, Bulldog Express, and Weekend Express More Saturday service Increase frequency for Charleston route 	<ul style="list-style-type: none"> Increase service span for all Bay Area routes Increase service frequency for Pirate Express, Bulldog Express, and Charleston route
Timber Express	<ul style="list-style-type: none"> Replaced with combination of Roseburg, South County, and Powers routes 	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> —
Cranberry Express	<ul style="list-style-type: none"> Replaced with South County route 	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> —
Powers Stage	<ul style="list-style-type: none"> No change 	<ul style="list-style-type: none"> No change 	<ul style="list-style-type: none"> No change
South County	<ul style="list-style-type: none"> Two trips/day 	<ul style="list-style-type: none"> Four trips/day 	<ul style="list-style-type: none"> Four trips/day
ADA Paratransit (Bay Area)	<ul style="list-style-type: none"> Replaced with dial-a-ride and route deviations) 	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> —
Dial-a-Ride	<ul style="list-style-type: none"> 2 vehicles 	<ul style="list-style-type: none"> 2 vehicles 	<ul style="list-style-type: none"> 3 vehicles)
Roseburg	<ul style="list-style-type: none"> Service on Tuesday and Wednesday 	<ul style="list-style-type: none"> Add service on Thursday and Saturday 	<ul style="list-style-type: none"> Service every day
Florence	<ul style="list-style-type: none"> Service on Monday, Tuesday, Thursday and Friday 	<ul style="list-style-type: none"> Add service on Wednesday 	<ul style="list-style-type: none"> Service every day
Other Services	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> 1 additional Bay Area local route 	<ul style="list-style-type: none"> —
Information, Technology, and Facilities	<ul style="list-style-type: none"> Passenger counters (Ecolane) Rider tools and information via website and mobile app Bus stop Improvements Purchase low-floor vehicles as fleet replaced 	<ul style="list-style-type: none"> Real-time vehicle arrival information Continued bus stop improvements Continued fleet replacement; fleet expansion as needed to support additional service 	<ul style="list-style-type: none"> Continued bus stop improvements Continued fleet replacement; fleet expansion as needed to support additional service

6.4.1 LOCAL TMP ADOPTION

This plan includes recommended transportation policy and development code language to implement the TMP at the local level.⁹ The recommended language is intended to ensure that access to transit is incorporated and enhanced in land use and development decisions made by jurisdictions in the CCATD service area. Jurisdictions in the service area (Coos County, Coos Bay, North Bend, Coquille, Bandon, Myrtle Point, Lakeside, and Powers) should consider the following adoption actions to implement the TMP at the local level.

6.4.1.1 Policies (Comprehensive Plan)

The TMP outlines service planning and capital planning recommendations for jurisdictions in the CCATD service area. Policies in locally adopted plans can play an important role in supporting TMP recommendations. Recommended transit-supportive policy statements are proposed in the Policy and Development Code Amendments section of this plan. Jurisdictions should adopt the service planning, capital planning, and policy recommendations from the TMP as part of the transportation element of their comprehensive plan. This can be accomplished as an amendment to the adopted comprehensive plan, either as modified policy language in this document or through an update of the local transportation system plan (TSP), which is the transportation element of the local comprehensive plan.

6.4.1.2 Development Code

Transit-supportive development requirements can help further regional and local transit policy objectives and implement TMP recommendations. Recommendations to assist local partners in implementing the TMP are summarized in the Policy and Development Code Amendments section of this plan. "Model" development code language is included as **Reference K: Model Development Code Language**, which can be refined as appropriate for each jurisdiction. In cases where development regulations may not appear needed or appropriate for a jurisdiction now (which may be the case for less populated jurisdictions), the model language is available for discussions within the community and with local decision makers to gauge interest and support as potential enhancements to requirements in the future. A local jurisdiction could adopt amendments as part of a targeted TSP amendment (along with the policy amendments discussed above); bundle modifications with other development code amendments that the jurisdiction is considering or has planned; or as a standalone set of development code amendments.

6.5 FINANCIAL PLAN

The following describes projected financial assessments for service alternative costs, existing funding policy and total projected revenues and costs, capital and fleet costs, potential future local funding sources, recommended funding scenario projections and CCATD existing and potential funding sources. The short-term service plan improvements are anticipated to be financially feasible and sustainable over the long-term, however, additional enhancements such as described in the mid-term and long-term plans will require CCATD to pursue additional funding. **Reference F: Financial Assessment Memorandum #6** provides detailed information on the financial assessment.

6.5.1 SERVICE ALTERNATIVE COST PROJECTIONS AND ASSUMPTIONS

Cost estimates for service alternates cover short-term (2020–2024), mid-term (2025–2030) and long-term (2031–2040) timeframes. Weekend Express will not be funded in 2021 and hence, improvements for the Weekend Express are recommended to take place after 2021 within the short-term service plan timeframe. Costs for short-term recommendations were estimated using the current operating cost of \$60 per vehicle hour. Table 6.8 shows annual vehicle hours and operating costs for short-, mid- and long-term service alternatives.

⁹ The term "development code" is used in this plan to refer to the adopted document(s) that local jurisdictions use to regulate development. Depending on the jurisdiction, these documents may be the municipal code, land use ordinance, development code, or zoning and subdivision ordinances or codes.

Table 6.8. Short-Term, Mid-Term, and Long-Term Service Plan Annual Vehicle Hours and Costs

Route	Annual Vehicle Hours				Annual Cost (\$1,000) in Today's Dollars					
	Pre-COVID	Timeline	Change	Service Hours	Pre-COVID	Timeline	Change	Annual Cost (\$1,000)		
Bay Area Local (Pirate, Bulldog, Charleston, Weekend)	5,338	Short	Deviated Fixed Route Model	8,295¹⁰	\$320	Short	Deviated Fixed Route Model	\$498		
		Mid	Short-term			8,295	Mid	Short-term		\$498
			Increase Service Span for Pirate Express, Bulldog Express and Weekend Express			+620		Increase Service Span for Pirate Express, Bulldog Express and Weekend Express		+\$37
			Saturday Service			+1,320		Saturday Service		+\$79
			Increase Frequency for Charleston			+2,550		Increase Frequency for Charleston		+\$153
			Additional Bay Area Route			+2,550		Additional Bay Area Route		+\$153
			Mid-Term Total			15,335		Mid-Term Total		\$920
		Long	Mid-Term			15,335	Long	Mid-Term		\$920
			Increase Service Span for all Bay Area routes			+2,775		Increase Service Span for all Bay Area routes		+\$166
			Increase Service Frequency for Pirate Express, Bulldog Express and Charleston			+9,270		Increase Service Frequency for Pirate Express, Bulldog Express and Charleston		+\$556
Long-term Total			27,360	Long-term Total		\$1,642				
Timber Express	917	N/A	Elimination	N/A	\$55	N/A	Elimination	N/A		
Cranberry Express	975	N/A	Elimination	N/A	\$59	N/A	Elimination	N/A		
Powers Stage	536	Short, Medium, Long	N/A	536	\$32	Short, Medium, Long	N/A	\$32		
South County	N/A	Short	Two trips/day	1,275	N/A	Short	Two trips/day	\$77		
		Medium, Long	Short-term			1,275	Short-term		\$77	
			Four trips/day			+3,060	Four trips/day		+\$183	
			Mid-term Total			4,335	Mid-term Total		\$260	
ADA Paratransit (Bay Area)	4,547	N/A	Removed	-	\$273	N/A	Removed	-		

¹⁰ This increase is offset by reductions in paratransit.

Coos County Area Transit District

Dial-a-Ride (Bandon)	975	N/A	Removed	-	\$59	N/A	Removed	-
Dial-a-Ride (Other)	4,300	N/A	Removed	-	\$258	N/A	Removed	-
Dial-a-Ride (including Bandon)	N/A	Short, Medium	Deviated Fixed Route Model (2 vehicles)	4,080	N/A	Short, Medium	Deviated Fixed Route Model (2 vehicles)	\$245
			Mid-term	4,080			Long	Mid-term
		Long	Deviated Fixed Route Model (3 vehicles)	+2,040		Deviated Fixed Route Model (3 vehicles)		+\$122
			Long-term Total	6,120		Long-term Total	\$367	
Roseburg	N/A	Short	Service on Tuesday and Wednesday	660	N/A	Short	Service on Tuesday and Wednesday	\$40
			Medium	Short-term			660	Medium
		Service on Thursday and Saturday		+660		Service on Thursday and Saturday	+\$39	
		Mid-term Total		1,320		Mid-term Total	\$79	
		Long	Mid-term	1,320		Long	Mid-term	\$79
			Service on Friday, Sunday and Monday	+990			Service on Friday, Sunday and Monday	\$60
			Long-term Total	2,310			Long-term Total	\$139
		Florence	N/A	Short		Service on Monday, Tuesday, Thursday and Friday	2,640	N/A
Medium	Short-term				2,640	Medium	Short-term	
	Service on Wednesday			+660	Service on Wednesday		\$40	
	Mid-term Total			3,300	Mid-term Total		\$198	
Long	Mid-term			3,300	Long	Mid-term	\$198	
	Weekend Service			+1,320		Weekend Service	+\$79	
	Long-term Total	4,620	Long-term Total	\$277				
Total	17,588	Short-Term	17,486		\$1,055	Short-Term	\$1,049	
		Mid-Term	28,906			Mid-Term	\$1,734	
		Long-Term	45,281			Long-Term	\$2,717	

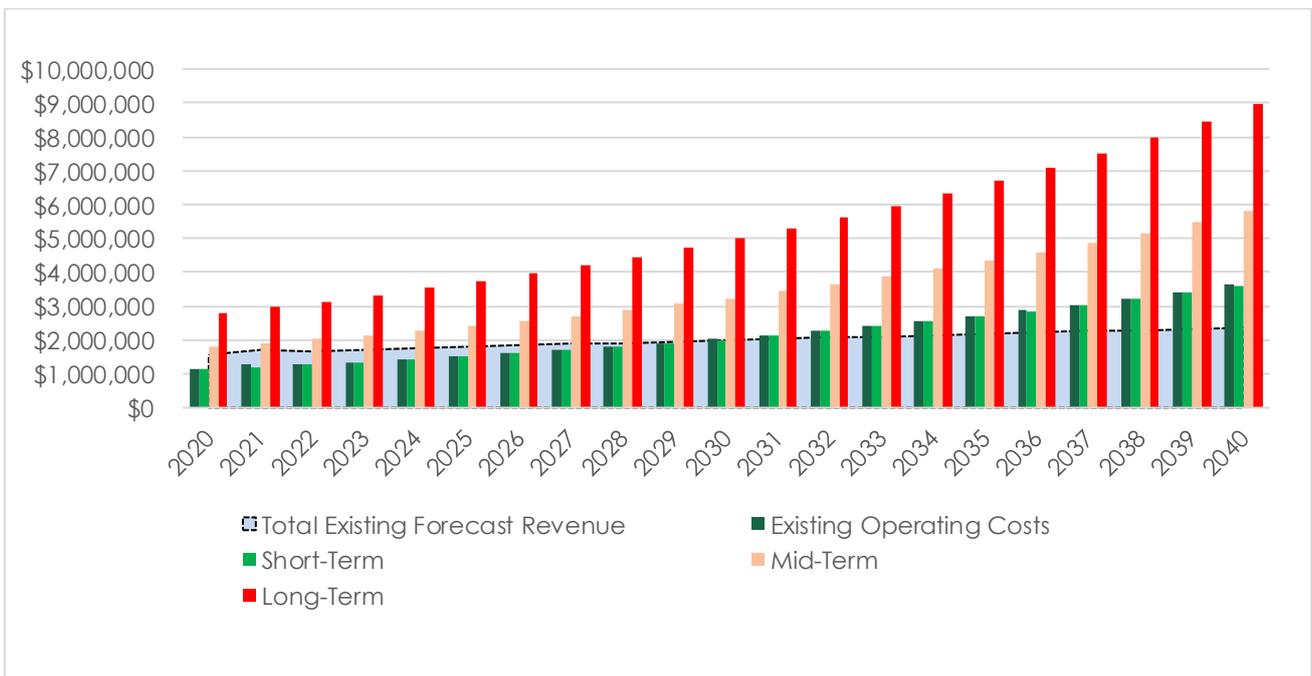
6.5.2 EXISTING FUNDING AND TOTAL PROJECTED REVENUES AND COSTS

CCATD currently has a mix of revenue sources including federal grants, service contracts, state grants, fares, local funds, and advertising. Although these funding sources fluctuate slightly year to year, generally consistent funding is provided through federal and state grants, service contracts, and fare revenue. Following are existing funding sources and future funding assumptions:

- **Grant Revenue:** State and federal grants are allocated by ODOT to CCATD. Based on CCATD's historical grant revenue, as reported to the National Transit Database (NTD) between 2013 and 2018 and as reported by CCATD in 2020, grant revenues from formula programs are expected to be steady in the future. These grant revenues do not include one-time grants such as the CARES Act or irregular grants such as capital grants. Capital grants are identified later in this memorandum.
- **STIF Formula:** New funding through the Statewide Transportation Improvement Fund (STIF) employment tax will be distributed through the state to CCATD. Funding is projected to be \$737,000 in FY20. ODOT has provided estimated funding for the next several years, including estimated COVID-19 impacts. The future funding analysis assumes the STIF formula funds to grow at 4% beyond those years.
- **Fare Revenue:** Fare revenues are assumed to grow at 2% annually.
- **Contracts:** Contracts, consisting of fare passes and program agreements with other organizations, are assumed to grow at 2% annually.
- **Local Funding:** Local funding is anticipated to be stagnant, as local agencies lower their funding based on the availability of STIF.

Figure 6.3 shows the projections of existing revenues along with short-, mid-, and long-term costs. As shown, existing revenues are sufficient to fund short-term costs in the near future (through 2029) but are insufficient to fund short-term costs after 2029, as well as mid- or long-term costs. To ensure sustainability beyond 2030 or to implement mid-term or long-term improvements, CCATD will need to identify additional funding sources.

Figure 6.3. Projections of Total Existing Revenue Sources Compared to Short-Term, Mid-Term and Long-Term Service Plan Costs



6.5.3 CAPITAL AND FLEET COSTS

As shown in Table 6.5, approximately \$375,000 is recommended to be budgeted over the next five years for local match to state and federal grants for fleet replacement, \$75,000 per year from FY 20/21 to FY 24/25. The fleet replacement costs are assumed to grow by 6% annually throughout the entire plan horizon.

6.5.4 POTENTIAL FUTURE LOCAL FUNDING SOURCES

As a transit district, CCATD could pursue a property tax similar to other transit providers in the state, such as Lincoln County Transportation District and the Rogue Valley Transportation District. A property tax would provide a set percentage per \$1,000 of assessed property value, such as two hundredths of one percent (0.02 percent). For all projections, an annual growth rate of 5.0 percent of the 0.02 percent property tax was assumed for future years which includes the allowed 3% annual increase in the assessed property values and assumes a 2% annual increase for new household construction and growth.

Another potential future funding source is an employer-borne payroll tax equal to one tenth of one percent. A tax of that amount would be equivalent to the existing employee-borne tax funding the STIF. This potential funding source is assumed to grow at the same pace as STIF funding (4%) in the examples below.

CCATD would have to have a vote in order to become a taxing district if the two funding sources namely, property tax (0.02%) and employer-based payroll tax (0.1%) are considered further.

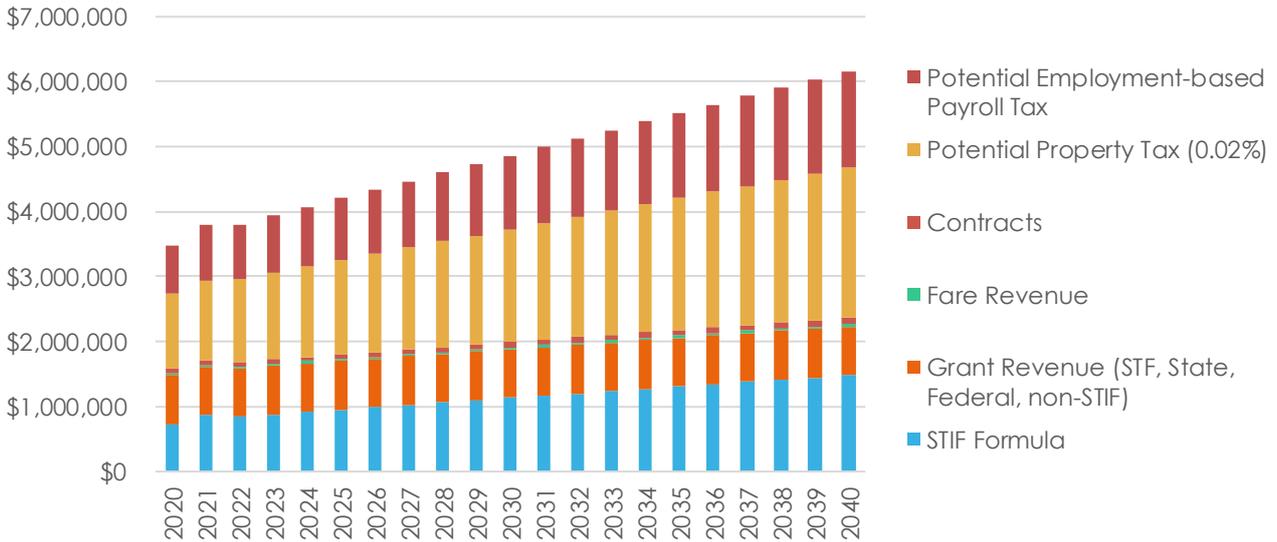
Table 6.9 and Figure 6.4 shows the projections of the existing and potential additional local funding sources. As shown, CCATD's fiscal year 2020 projected revenue of existing funding sources is approximately \$1.6 million and \$3.5 million with additional local funding sources (although these would take several years to get into place). The 2040 projections for these two scenarios are \$2.4 million and \$6.1 million, respectively.

As with all funding forecasts, estimates can change quickly given the uncertainty of federal and state funding levels, and CCATD should continue to continually monitor the funding environment and update the revenue forecast regularly.

Table 6.9. Breakdown and Projections of Existing and Potential Future Local Funding Sources

Revenue Sources	2020	2025	2030	2035	2040
Grant Revenue	\$749,000	\$749,000	\$749,000	\$749,000	\$749,000
STIF Formula	\$737,000	\$955,000	\$1,132,000	\$1,308,000	\$1,485,000
Fare Revenue	\$27,000	\$30,000	\$32,000	\$35,000	\$38,000
Contracts	\$65,000	\$71,000	\$78,000	\$84,000	\$91,000
Total Existing Revenue	\$1,578,000	\$1,805,000	\$1,991,000	\$2,176,000	\$2,363,000
Potential Employer-based Payroll Tax (0.1%)	\$737,000	\$955,000	\$1,132,000	\$1,308,000	\$1,485,000
Potential Property Tax (0.02%)	\$1,160,000	\$1,450,000	\$1,740,000	\$2,030,000	\$2,320,000
Potential Forecast Revenue	\$3,475,000	\$4,210,000	\$4,863,000	\$5,514,000	\$6,168,000

Figure 6.4. Breakdown and Projections of Existing and Potential Local Funding Sources



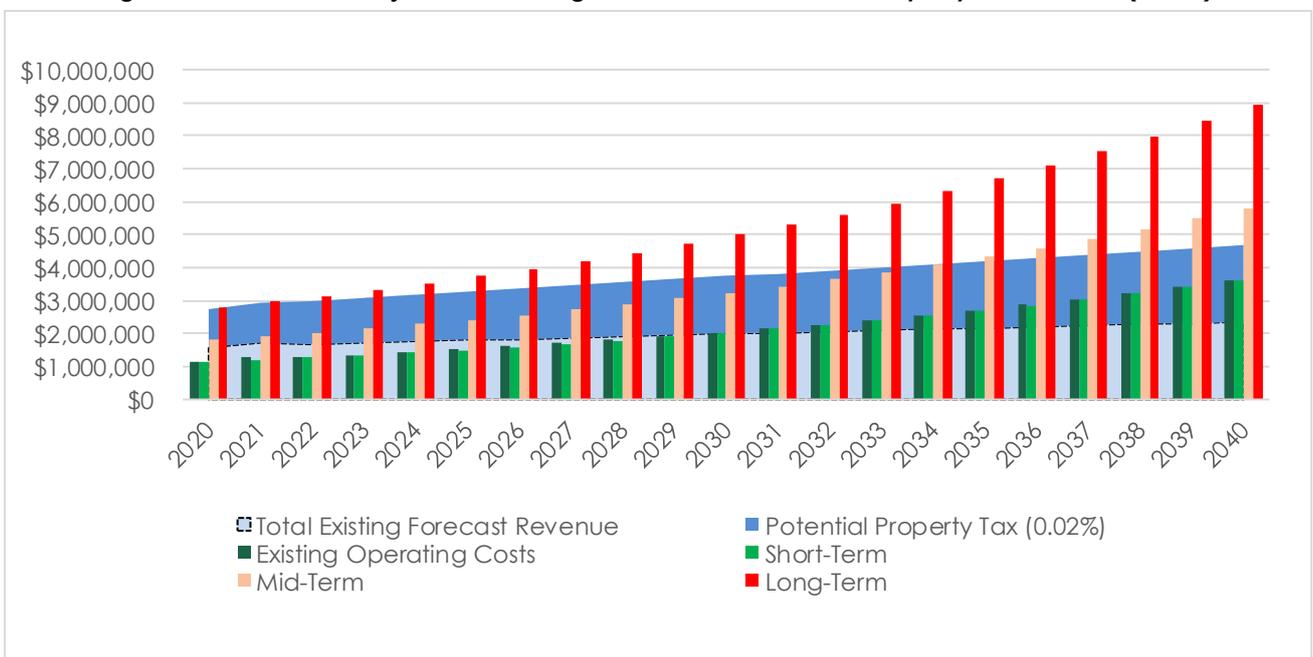
6.5.5 FUNDING SCENARIO PROJECTIONS

In order to pursue a property tax (0.02%) or an employer-based payroll tax (0.1%), CCATD will have to consider voting in order to become a taxing district. Three scenarios depicting potential funding scenarios using potential future sources are described below:

6.5.5.1 Scenario 1 – Inclusion of Potential Property Tax (0.02%) Only

Figure 6.5 shows the projection of existing revenues plus the addition of a local property tax at the 0.02% rate. As shown, the total potential projected revenue including existing revenue (\$1.5 million) in the year 2020 would be approximately \$2.7 million. CCATD could implement the short-term improvements (\$1.13 million), mid-term improvements (\$1.8 million) and 96% of the long-term improvements (\$2.8 million) under this funding scenario. The mid-term costs could be completely covered in this scenario up to the year 2034. All short-term improvement costs could be covered throughout the plan horizon and allow for additional improvements. The full mid-term improvements would not be sustainable throughout 2040 based on the cost and revenue growth projections.

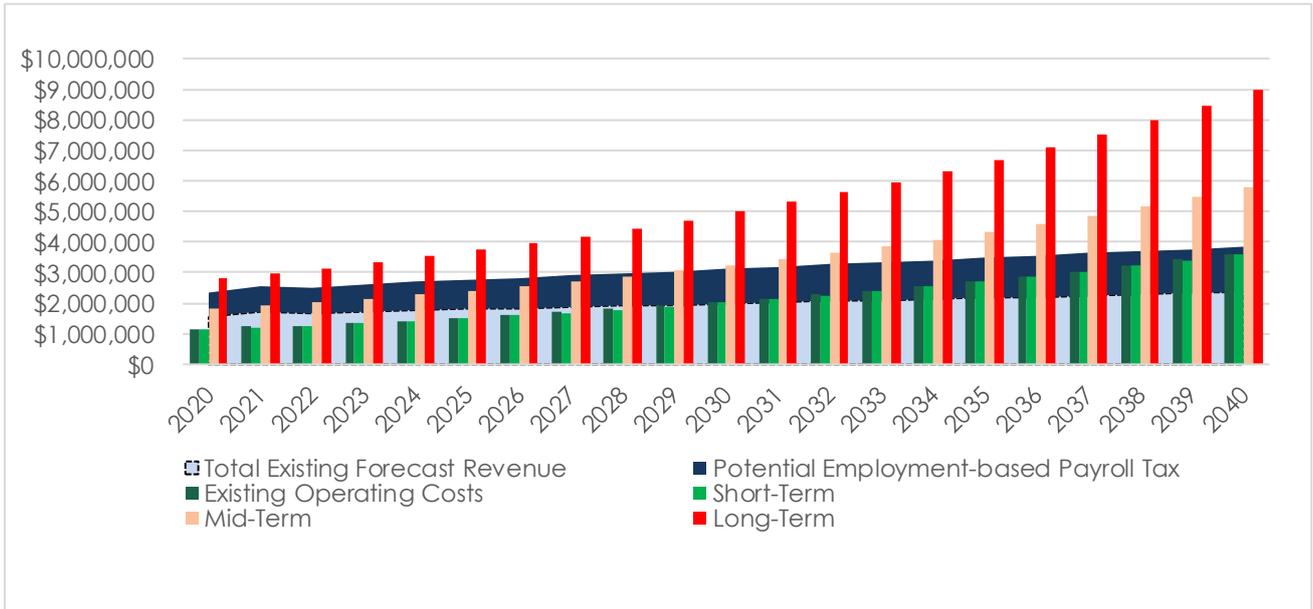
Figure 6.5. Scenario 1 Projection - Existing Revenues Plus Potential Property Tax Revenue (0.02%)



6.5.5.2 Scenario 2 – Inclusion of Potential Employer-Based Payroll Tax Only

Figure 6.6 shows the projection of existing revenues plus the addition of a potential employer-based payroll tax. As shown, the total projected revenue including existing revenue (\$1.5 million) in the year 2020 would be approximately \$2.3 million. CCATD could implement the short-term improvements (\$1.13 million), mid-term improvements (\$1.8 million) and 82% of the long-term improvements (\$2.8 million) under this funding scenario. The mid-term costs could be completely covered in this scenario up to the year 2029. All short-term improvement costs could be covered throughout the plan horizon and allow for additional improvements. The full mid-term improvements would not be sustainable throughout 2040 based on the cost and revenue growth projections.

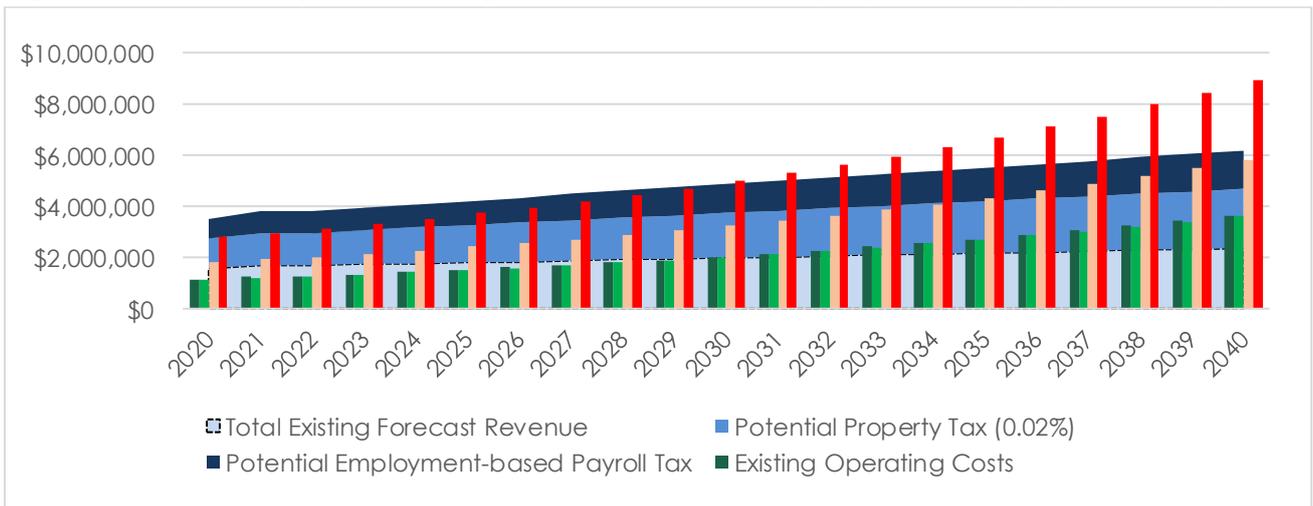
Figure 6.6. Scenario 2 Projection - Existing Revenues Plus Potential Employer-Based Payroll Tax (0.1%)



6.5.5.3 Scenario 3 – Inclusion of Potential Property Tax (0.02%) and Employer-Based Payroll Tax (0.1%)

Figure 6.7 shows the projected of existing revenues plus the addition of both a local property tax and employer-based payroll tax. The revenues are divided into three categories, existing revenue sources, potential property tax added to that amount, and potential employer-based payroll tax added above that. All short-term and mid-term improvement costs could be covered throughout the plan horizon and allow for additional improvements. The full long-term improvements would not be sustainable throughout 2040 based on the cost and revenue growth projections.

Figure 6.7. Scenario 3 Projection – Existing Revenues Plus Potential Property Tax and Employer-Based Payroll Tax



6.5.6 CCATD EXISTING AND POTENTIAL FUNDING SOURCES

6.5.6.1 Existing Funding Sources

Federal Grants

Section 5303/5304/5305 – Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning Grant: The 5303/5304/5305 grant provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities. Funds are apportioned to states based on a formula that includes urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors, and funds are distributed to providers through ODOT.

Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities Formula Grant: The 5310 operating grant provides formula funding to states and metropolitan regions for the purpose of meeting the transportation needs of seniors and people with disabilities. Funds are apportioned based on each state’s share of the population for these two groups and funds are distributed to providers through ODOT. The 2020 year-end projected 5310 grant revenue for CCATD is \$366,000 and is expected to remain steady in the future. The purpose of the program is to improve mobility for seniors and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. Eligible projects include both “traditional” capital investment and “nontraditional” investment beyond the requirements for Americans with Disabilities Act (ADA) complementary paratransit services. From the FTA, eligible activities include:

- Traditional Section 5310 project examples include:
 - ◆ Buses and vans
 - ◆ Wheelchair lifts, ramps, and securement devices
 - ◆ Transit-related information technology systems, including scheduling, routing, and one-call systems
 - ◆ Mobility management programs

- ◆ Acquisition of transportation services under a contract, lease, or other arrangement
- Nontraditional Section 5310 project examples include:
 - ◆ Travel training
 - ◆ Volunteer driver programs
 - ◆ Building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
 - ◆ Improving signage, or wayfinding technology
 - ◆ Incremental cost of providing same day service or door-to-door service
 - ◆ Purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
 - ◆ Mobility management programs

Section 5311 – Rural Area Formula Grant: The 5311 operating grant provides funding to small cities and rural areas with populations of less than 50,000 for transit capital, planning, and operations, including job access and reverse commute projects. Funds are apportioned to states based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas and funds are distributed to providers through ODOT. Additionally, no less than 15 percent of funds must be spent on the development and support of intercity bus transportation, unless the intercity bus needs of the state are being adequately met. The 2020 year-end projected 5311 grant revenue for CCATD is \$201,000 and is expected to remain steady in the future. Eligible activities include planning, capital costs, operating costs, job access and reverse commute projects, and the acquisition of public transportation services.

Section 5339 – Bus and Bus Facilities: The 5339 grant provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities and funds are distributed to providers through ODOT. The competitive allocation provides funding

for major improvements to bus transit systems that would not be achievable through formula allocations. The year 2020 proposed 5339 grant revenue for CCATD is \$140,000. It is recommended that CCATD budget \$75,000 per year over the next several years as a match to 5339 grants for vehicle replacement.

Surface Transportation Block Grant (STBG): The STBG program provides flexible federal funding to best address state and local transportation needs, including Federal-aid highways, bridge and tunnel projects on public roads, pedestrian and bicycle infrastructure, and transit capital projects. ODOT distributes these funds for fleet replacement.

Other Federal Funding: The FTA periodically releases additional funding opportunities. In 2019, the FTA released the Integrated Mobility Innovation opportunity, providing \$15 million for demonstration projects focused on Mobility on Demand, Strategic Transit Automation Research, and Mobility Payment Integration. For FY20, the FTA also announced the Mobility for All Pilot Program to invest in mobility options for older adults, individuals with disabilities, and people with low incomes, aimed to enable connections to jobs, education, and health services. The FTA also provides Section 5314 – Technical Assistance and Workforce Development grants, which support technical assistance and educational activities that enable more effective and efficient delivery of transportation services, foster compliance with federal laws (including the ADA). These types of funding opportunities can help ODOT and providers invest in innovative and effective practices and partnerships.

State Funding

Special Transportation Fund (STF): The STF was created in 1985 by the Oregon Legislature. Funds are allocated to 42 jurisdictions around the state based on population. The STF is funded by cigarette tax revenue, excess revenue earned from sales of photo ID cards, and other funds from ODOT. The STF Program provides a flexible, coordinated, reliable, and continuing source of revenue to support transportation services for seniors and people with disabilities of any age. The Oregon Legislature intended that STF funds be used to provide transportation services needed to access health,

education, work, and social/recreational opportunities so that seniors and people with disabilities may live as independently and productively as possible. The funds may be used for any purpose directly related to transportation services, including transit operations, capital equipment, planning, travel training, and other transit-related purposes. The Oregon Legislature will be considering ways to merge STF and STIF during the 2020 Session. The 2020 proposed STF allocation for CCATD is \$151,000. The STF will be eliminated post the 2023-25 cycle after merging with STIF.

Statewide Transportation Improvement Fund (STIF): Section 122 of Keep Oregon Moving (Oregon House Bill 2017) established the STIF, a new dedicated source of funding for expanding public transportation service through a 0.1 percent employee payroll tax in Oregon. Goals of HB 2017 include expanding access to jobs, improving mobility, relieving congestion, and reducing greenhouse gas emissions, while providing a special focus on low-income populations. STIF funds may be used for public transportation purposes that support the operation, planning, and administration of public transportation programs and may also be used as the local match for state and federal grants for public transportation service.

The Oregon Department of Revenue began collecting the tax on July 1, 2018 to first provide to transit agencies in May 2019. Ninety percent of STIF funds are distributed to Qualified Entities. Qualified Entities are required to coordinate with public transportation service providers in their area of responsibility to develop a sub-allocation method to distribute funding. Five percent of STIF funds are available via discretionary grants for flexible funding. Four percent of funds are available via discretionary grants for projects enhancing intercommunity service and the statewide transit network. One percent of the funds are allocated for program administration and a technical resource center.

Local Funding Sources

Charges for Services (Fares): The fares collected by transit providers is an important source of revenue. Farebox recovery refers to the proportion of fare revenue to operating budget. Farebox recovery

rates are generally lower for rural, lower-density areas and higher for urban, higher-density areas.

Other Transit Provider Revenue: Other, usually relatively minor, funding sources include advertising, sponsorships, and investment income. Advertising typically provides a consistent, small stream of revenue. Some transit providers sell sponsorships for facility names, individual transit vehicles, etc. Many transit providers receive small amounts of investment income from the Local Government Investment Pool (LGIP) on some of their long-term savings.

6.5.6.2 Potential Additional Local Funding Sources

Local Taxes and Fees

Many operators, particularly districts providing transit service, generate local funding through dedicated taxes for transit service. Cities and counties can also support transit through dedicated fees and taxes, or through general fund revenue. In order to pursue a property tax (0.02%) or an employer-based payroll tax (0.1%), CCATD will have to consider voting in order to become a taxing district. The following is a list of typical funding sources used throughout the state of Oregon:

- Property Taxes: Most municipalities collect property taxes assessed on the value of an owned property, a portion of which may be used to fund transit. It is recommended that CCATD consider pursuing a 0.02% property tax, as mentioned in the sections above.
- Business Taxes: These tax the net income of nearby businesses. Businesses benefit from their employees receiving consistent and reliable transportation and their customers receiving viable means to travel to the establishment.
- Payroll Taxes: Certain districts have the ability to levy a tax on employee and self-employment payrolls, separate from the payroll tax used to fund the STIF Program. An employer-based payroll tax (similar to STIF amounts) is recommended for CCATD in the longer term when the economy improves given the COVID-19 pandemic.
- Tax Increment Financing: This method is used to capture additional property taxes generated in the vicinity of transit-specific improvements or areas. This type of funding can also be used to capture a portion of the increase in property value created by a particular transit investment (e.g., the Portland Streetcar).
- Tax Incentive Zones: Provide an indirect avenue for transit funding by potentially increasing fare revenue, sponsorship revenue, etc. by providing tax incentives for businesses and residents residing near transit oriented or transit friendly developments.
- Multimodal Impact Fees: These fees are similar to auto-focused Transportation Impact Fees (TIFs) but are dedicated to improvements to multimodal transportation options. Transit providers can also benefit from projects funded by auto-focused TIFs that improve roadway operations for all roadway users.
- Parking Fees/Fines: Provide incentives for users to use transit to reach desirable areas of the city, such as downtown areas. The implementation of a parking strategy can increase transit ridership and thus farebox recovery, as well as increase parking revenue.

6.6 MANAGEMENT AND MARKETING PLAN

6.6.1 MANAGEMENT STRATEGIES

Short- and medium-term management actions are as follows:

6.6.1.1 *Continue to Enhance Coordination between CCATD, Local and Regional Partners, and other Transit Providers*

Coordination between CCATD and local partners, including adjacent transit districts, local and regional transportation providers, and local jurisdictions, will lead to a comprehensive and efficient system in which users can travel seamlessly inter- and intra-regionally. CCATD should continue to coordinate with ODOT and other providers for efforts such as the fare policy study and timing connections on intercity services.

6.6.1.2 *Gain Community Support*

Gaining community support by creating and supporting local programs promotes the service and builds consensus.

6.6.1.3 *Involvement with Outside Organizations*

CCATD's continued involvement with outside jurisdictions and organizations will enable knowledge and information sharing and support long-term relationships.

6.6.1.4 *Adjust the Fare Policy*

It is good practice to review fares regularly (annually, biannually, etc.) to ensure that revenue, ridership, and equity objectives are being met. Based on various fare elasticity studies conducted, it is important to note that the increase in fares negatively impact transit ridership. When fares are initially low, an increase in fares can lead to a greater decline of ridership compared to places where fare are initially higher.

6.6.1.5 *Create Measurable Outcomes for Services to Promote Effective Monitoring*

The transit benchmarks developed in this plan provide the foundation for an effective monitoring program.

6.6.1.6 *Increase Customer and Stakeholder Satisfaction*

A friendly face helps CCATD service to be recognized and successful. Promoting awareness of services through online and printed means will contribute to the success of these services.

6.6.2 CUSTOMER SERVICE AND INFORMATION STRATEGY

The following describes actions to improve customer service and information that can be implemented in the short-term and would be maintained on a long-term basis:

6.6.2.1 *Consolidate Existing Schedule Brochures into a Single User-Friendly Brochure*

It is recommended that CCATD consolidate all key service information into a single, user-friendly brochure with schedules and maps.

6.6.2.2 *Support Mobile Application Technologies*

A mobile/smartphone presence has become increasingly important. As AVL technology is installed on buses, providing real-time AVL data feeds could make real-time bus locations available on applications such as Google Maps and Transit, and could potentially be integrated into CCATD's website. CCATD could explore a partnership with Southwest Oregon Community College to implement this recommendation.

6.6.2.3 *Invest in Training Programs*

The face of CCATD is the bus operators and customer service staff. Ongoing investment in training resources will help staff continue to contribute to the District's positive image.

6.6.3 REGIONAL COORDINATION

In addition to the service alternatives described above, CCATD should continue to examine individual route scheduling, timed transfers, and coordination with adjacent transit service providers. Additionally, coordination of shelter placement with sidewalk and other pedestrian improvements projects planned by ODOT or other local agencies is encouraged.

6.6.4 MARKETING PLAN

A coordinated, targeted, and effective public information and marketing campaign would help publicize and encourage people to use transit. For example, few participants in the first survey were aware of CCATD's dial-a-ride services. More information and advertising may help inform the community about available transit services using the deviated fixed-route model.

6.6.5 FARE POLICIES AND PAYMENT OPTIONS

The CCATD fare system is a flat rate of \$1.00 per ride per person on the Bay Area local routes and is \$2–\$12 on the intercity connections depending on the route. Children age 6 and under ride for free when accompanying an adult rider. It is recommended that CCATD participate in regional efforts among smaller rural transit providers to study the feasibility of an integrated, regional fare collection system to provide seamless transfers across different transit providers. Opportunities to modify existing fare policy include the following options:

6.6.5.1 Monthly passes

Equivalent pricing based on a fare structure where one round trip for 20 days equals the monthly pass cost suggests a monthly pass cost of \$40.00. As most riders indicated using service several times per week, this option would likely be popular and reduce wait time for riders to pay fares and administrative efforts in processing fares.

6.6.5.2 Mobile ticketing

Mobile ticketing may reduce the current challenges riders face in obtaining CCATD tickets or having the exact transit fare on hand, increasing ridership and improving existing rider experience. Mobile ticketing also reduces administrative efforts in collecting and processing fare payment. CCATD currently has a Request for Quotation (RFQ) for an Electron Fare Collection system.

6.7 PERFORMANCE MANAGEMENT AND MONITORING PROGRAM PLAN

The following section provides a program to track performance and the plan's success. The program is data-driven and is founded on performance measures that can be tracked annually through set benchmarks. This program enables a dynamic system where service adjustments can be implemented and justified following performance evaluations. The benchmarks identified in **Reference C: Transit Benchmarks and Monitoring Program Memorandum #3** consider the goals and objectives outlined in **Reference B: Transit Goals, Policies, and Practices Memorandum #2** as well as ODOT, Coos County, and national best practices. Benchmarks also consider system-wide efficiency and effectiveness, and existing and future data availability and can be used in addition to the recommendations and alternatives identified in **Reference E: Future Service Opportunities Memorandum #5**.

6.7.1 CCATD-SPECIFIC PERFORMANCE MEASURES AND BENCHMARKS

Performance tracking for CCATD is associated with each focus area in Table 6.10. Benchmarks are recommended to be tailored to transit agencies serving rural counties and operating within the constraints of a relatively small operating budget. Data availability and reliability were considerations in selecting the performance measures. The benchmark type associated with each performance measure, trend analysis and/or peer comparison, is dependent on the available data through the NTD. In order to measure performance within any given focus area, CCATD should compare performance against internal and/or external targets. A trend analysis provides CCATD a means to benchmark by evaluating past performance, while a peer comparison enables CCATD to compare its performance relative to similar transit agencies. Peer comparison analyses incorporate context into benchmarking and performance measures.

All performance measures can be evaluated through a trend analysis. However, performance measures associated with maintenance administration, perceived service quality, safety and security, and community support can only be evaluated through trend analysis (and not peer comparison). Each performance measure in Table 6.10 is either available through the National Transit Database (NTD) or is feasible for CCATD to track with internal data.

Table 6.10. Framework for Performance Monitoring¹

Focus Area	Goal Area	Performance Measure	Current Performance (FY17-18)	Performance Target	Benchmark Type
Perceived Service Quality	1,2,3	# of missed connections with coordinated transit systems	TBD	Reduce	Trend Analysis
Safety and Security	1,4	Total Reportable Incidents	TBD	Reduce	Trend Analysis
		Vehicle Miles between Incidents	TBD	Increase	Trend Analysis
		Total Crashes (Fatalities + Injuries)	TBD	Reduce	Trend Analysis
		Vehicle Miles between Crashes	TBD	Increase	Trend Analysis
Service Utilization	1,2,4	Total Passenger Trips	59,661	Increase	Trend Analysis and/or Peer Comparison
		Annual Vehicle Revenue Miles	239,123	Increase	Trend Analysis and/or Peer Comparison
		Annual Vehicle Revenue Hours	17,222	Increase / Outperform Peers	Trend Analysis and/or Peer Comparison
Resource Utilization	4	Vehicle Miles per Vehicle	14,438 ²	Increase	Trend Analysis and/or Peer Comparison
		Vehicle Hours per Vehicle	1,157 ²	Increase	Trend Analysis and/or Peer Comparison
Maintenance Administration	1	Vehicle Miles between Failures	TBD	Increase	Trend Analysis
		Maintenance cost as a percentage of operating costs	N/A	Reduce	Trend Analysis
Cost Efficiency	4	Cost per Vehicle Mile	\$2.84	Reduce	Trend Analysis and/or Peer Comparison
		Cost per Vehicle Hour	\$60 ³	Outperform Change in Peer Costs	Trend Analysis and/or Peer Comparison
Cost Effectiveness	4	Farebox Recovery (%)	7.8% ²	Increase	Trend Analysis and/or Peer Comparison
		Cost per Passenger Trip	\$11.40	Reduce	Trend Analysis and/or Peer Comparison

¹All values in this table are likely to be significantly different for years impacted by the COVID-19 pandemic and after due to the new service model which can serve as a benchmark for the impact of the service model change in future years | ²These values are for FY2017-18 | ³In FY2019-20, the cost per vehicle hour is \$60 per discussion with CCATD

6.7.2 PEER COMPARISON

While each transit provider has unique service area and operating characteristics, comparing its performance to that of four to eight similar transit providers can help CCATD gauge whether changes in performance match the experience of similar agencies, or may be due to actions on CCATD's part (either something to correct or to continue, depending on how performance changed). Transit agencies that receive federal funding are required to report information about service miles, service hours, and ridership, among others, to the National Transit Database (NTD). As an example, the most recent year of available NTD data, 2019, was obtained for CCATD and other small coastal transit providers in Oregon, including Curry County Public Transit Service District, Tillamook County Transportation District, and Lincoln County Transportation Service District. Table 6.11, Figure 6.8, and Figure 6.9 compare costs per vehicle hour, and one-way passenger trips per vehicle mile and vehicle hour. It can be seen that Coos County has lower operating costs per vehicle hour and more boardings per revenue hour than two of its three coastal peers. However, Lincoln County, which has a smaller population than Coos County, has nearly three times more boardings per hour than Coos County, and potentially could be contacted to see what Lincoln County is doing that Coos County could learn from.

Table 6.11. Transit Provider Comparison

Data	Curry County Public Transit	Coos County Area Transit	Tillamook County Transit District	Lincoln County Transit District
Annual Vehicle Revenue Miles	243,153	239,123	1,050,355	519,831
Annual Vehicle Revenue Hours	10,769	17,222	41,601	30,072
One-Way Passenger Trips	30,131	59,661	142,114	309,624
Cost per Vehicle Hour	\$47.37	\$60	\$65.68	\$66.87

Figure 6.8. One-Way Passenger Trips per Vehicle Revenue Mile

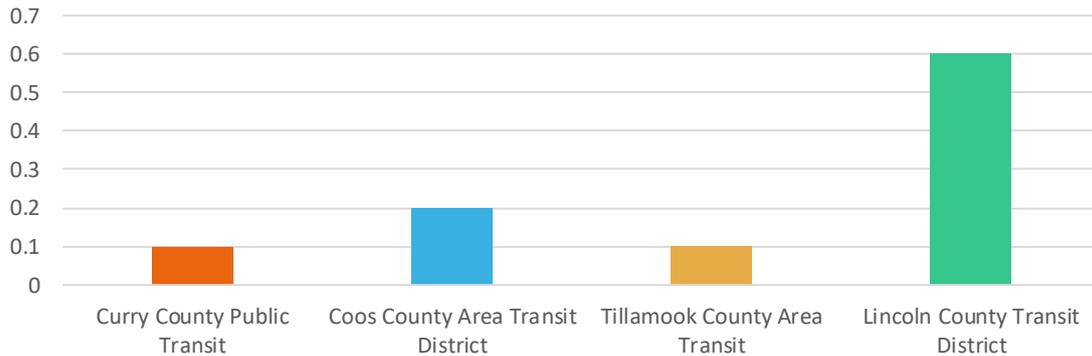
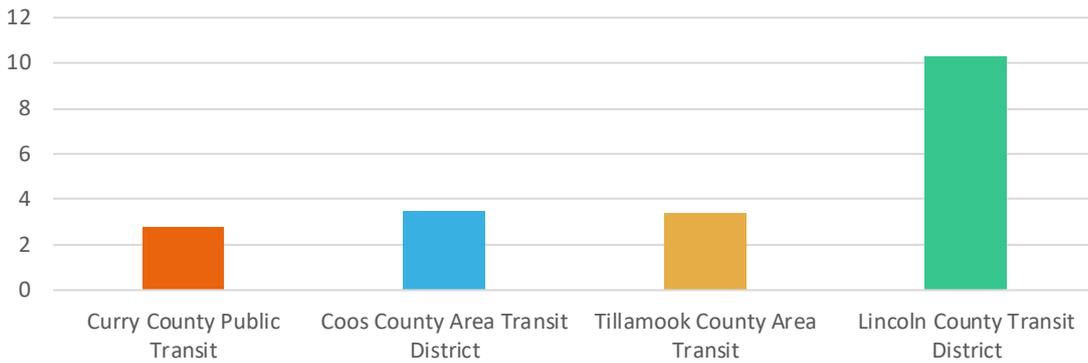


Figure 6.9. One-Way Passenger Trips per Vehicle Revenue Hour



6.8 POLICY

AND CODE AMENDMENTS

This section is intended to provide guidance to the jurisdictions served by CCATD – Coos County, Coos Bay, North Bend, Coquille, Bandon, Myrtle Point, Lakeside, and Powers – to help implement the recommendations of the TMP.¹¹ The section includes the following elements to assist local implementation:

- An overview of transit-supportive policy statements;
- A table providing recommended transit-supportive policies along with a high-level assessment of policy consistency jurisdiction-by-jurisdiction;¹²
- A general recommendation regarding policy amendments;
- An overview of transit-supportive development code concepts;
- An assessment of adopted local development code compared to the model language for the most universal and impactful development regulations; and
- A general recommendation regarding development code amendments.

The policy and development code language recommended in this section is intended to ensure that access to transit is enhanced through future local land use and development decisions. Guidance on actions for local jurisdictions to adopt these policy and development code recommendations are discussed above in the Implementation Plan section.

6.8.1 POLICIES

Recommended transit-supportive policy statements should be reflected in local comprehensive plans and/or transportation system plans. Recommended policy statements for local jurisdictions reflect the goals and policies developed for CCATD and the TMP early in this planning process (**Reference B: Goals and Policies Memorandum #2**), as well as “best practices” from other transit master planning processes in Oregon.

6.8.1.1 Policies, Assessment, and Recommendation

Table 6.12 presents recommended transit-supportive policies and provides high-level assessments of local policy consistency with the recommended transit-supportive policies found in adopted comprehensive plans or TSPs.¹³ The assessment makes findings of full, partial, or no consistency using the terms “yes,” “no,” or “partial” for each policy, respectively. A “partial” notation indicates that the existing policy language addresses the topic or

¹¹ The term “development code” is used in this plan as a general reference to the adopted document(s) that local jurisdictions use to regulate development. Depending on the jurisdiction, these documents may be municipal code, land use ordinance, development code, or zoning and subdivision ordinances or codes.

¹² Note that information is provided only for jurisdictions whose adopted policies were available for review.

¹³ Memo #2 provides an overview of relevant policies that were available for review from five of the jurisdictions in the CCATD service area (Coos County, Coos Bay, North Bend, Coquille, and Bandon). Coos Bay and North Bend TSPs were undergoing updates at the time that Memo #2 was completed; therefore, policies from the Draft North Bend TSP and the Coos Bay TSP adopted on August 18, 2020 were referred for the assessment in Table 1. Policies from the Comprehensive Plans or TSPs of Myrtle Point, Lakeside, and Powers were not available for review.

concept to some extent but may not completely capture the idea or use the words found in the corresponding recommended policy language. To the extent that recommended policy language is not already reflected in adopted policies, jurisdictions should consider adopting a version of the policy language adapted for the City or County, consistent with adoption actions discussed in the Implementation Plan section of this plan. In the case of very small jurisdictions in the CCATD service area (e.g., Powers), basic transit-supportive policy statements such as Policies 1, 2, 5, 8, and 9 (indicated **in bold** in Table 6.12) are appropriate and should be considered for local adoption.

Table 6.12. Policy Consistency Assessment

Policy		Coos County	Coos Bay	North Bend	Coquille	Bandon
GENERAL						
1.	The [City/County] will facilitate provision of transit service to its community members, with particular attention to members who may be “transit-dependent” due to factors such as age, abilities, and/or income.	Partial	Yes	Yes	Yes	Partial
2.	<i>The [City/County] will work to improve safety for transit customers through measures such as providing, requiring development to provide, or coordinating with the roadway authority to provide enhanced roadway crossings, and coordinating with the transit service provider regarding the location of transit stops and driveways near transit stops.</i>	Partial	Yes	Yes	No	No
3.	<i>The [City/County] will support transit services as a way to promote economic development and tourism.</i>	Partial	Yes	Yes	No	No
ACCESSIBILITY & CONNECTIVITY						
4.	The [City/County] will provide, will require development to provide, or will coordinate with the roadway authority to provide transportation system-related improvements such as pedestrian and bicycle connections to transit stops, including ADA-accessible improvements.	No	Yes	Yes	Partial	Partial
5.	<i>The [City/County] will collaborate with the transit service provider to improve access to employment, education, employment, and health services.</i>	No	Partial	Partial	Partial	No
6.	<i>The [City/County] will coordinate with the transit service provider on potential park-and-ride and “mobility hub” sites, where multiple modes could connect.</i>	No	Partial	Partial	No	No
COORDINATION						
7.	The [City/County] will invite transit service providers to participate in the review of land use proposals that may have implications for transit service.	Partial	Yes	Yes	Partial	No
8.	The [City/County] will require development or will facilitate coordination between development and the transit service provider to provide transit-related improvements such as shelters and lighting to complement transit service and encourage higher levels of transit use. Transit stop improvements will be coordinated with the transit service provider and must be consistent with adopted transportation and transit plans.	No	Partial	Partial	No	No

Policy		Coos County	Coos Bay	North Bend	Coquille	Bandon
9.	<i>The [City/County] will help facilitate connections between transit and other transportation services and technologies.</i>	No	Partial	Partial	No	Partial
10.	<i>The [City/County] will seek opportunities to coordinate emergency response and recovery following natural disasters and other emergencies, including transit's potential role in response and recovery.</i>	No	Partial	Partial	No	No
SUSTAINABILITY						
11.	<i>The [City/County] will support improved access to active transportation options and health-supporting destinations.</i>	No	Yes	Yes	Partial	Partial
12.	<i>The [City/County] will support strategies to reduce single-occupancy vehicle trips and greenhouse gas emissions.</i>	No	Yes	Yes	No	No

6.8.2 DEVELOPMENT CODE

Local development regulations are vital to implementing the TMP over time throughout the CCATD service area. Local jurisdictions should consider updating development-related requirements to ensure future development will support transit — particularly coordination with the service provider and access to transit. Transit-supportive development code concepts and “model” language have evolved through transit master planning processes throughout the state, drawing on sources such as the Oregon Public Transportation Plan, Oregon Transportation Planning Rule (TPR), and State of Oregon Transportation and Growth Management Model Development Code for Small Cities, 3rd Edition.

Transit-supportive concepts that can be locally codified are grouped and described as follows.

- Coordination – Coordination between jurisdictions and transit service providers (e.g., CCATD) regarding proposed development is critical to ensuring transit-supportive development occurs. The periods during which an applicant is preparing a development application and when that application is under review by the jurisdiction present key opportunities for this coordination.
- Access to Transit and Supportive Improvements – Providing safe and convenient access to transit and furnishing stops with supportive improvements (e.g., lighting and seating) will make transit easier and more attractive for the user. In addition to requiring “site access” – access directly from buildings on a site to an existing or planned transit stop – transit-supportive access also consists of “area access” ensuring that transportation network connectivity is high enough to easily reach transit stops by walking and rolling (e.g., biking, scooting, mobility devices). Development regulations can promote this connectivity through maximum block length standards and required non-motorized access through long blocks.
- Parking – Parking affects the transit orientation of development in several ways. Capping the amount of vehicle parking permitted can help make alternatives to driving more attractive and create smaller parking areas for more pedestrian-oriented and transit-supportive development. The location and design of vehicle parking – e.g., restricting parking between buildings and the street and requiring landscaping and walkways – play a significant role in making pedestrian access to transit attractive and convenient. Parking areas also provide potential locations for transit stops, park-and-rides, and ridesharing. Providing sufficient and well-designed bicycle parking supports connections from transit to destinations by bike.
- Urban form – Urban form created by development standards can be used to establish a pedestrian-friendly environment and support transit. Transit-supportive development standards include those that: minimize the distance between buildings and the transit street; allow buildings to be set back from the street if pedestrian amenities are provided; and do not allow parking between the building and street.
- Definitions – Development code should include transit-related definitions in order to clarify and support transit-supportive development code provisions.

Model development code language for all the concepts described above is provided in full in **Reference K: Model Development Code Language**. Some form of each of the model development regulations could be useful and adopted in the jurisdictions in the CCATD service area. The possible exceptions may be in Coos County and the City of Powers, where development regulations related to parking and urban form are likely not applicable. The development regulations most universally needed and impactful are those regarding coordination, site access to transit, and transit stop improvements; these requirements are the focus of the development code assessment presented in Table 6.13.¹⁴

¹⁴ Coos Bay recently completed a TSP update process during which the City adopted transit-supportive development regulations. North Bend is in the process of completing a TSP update process in which it is prepared to adopt transit-supportive development regulations. Powers is not included in the assessment in Table 6.13 because current development regulations could not be found for the jurisdiction.

To the extent that model development code language (**Reference K: Model Development Code Language**) is not already reflected in adopted requirements, as shown in the findings in Table 6.13, jurisdictions should consider adopting code amendments appropriate to their jurisdiction. This would be done consistent with adoption actions discussed in the Implementation Plan section of this plan.

Table 6.13 Development Regulation Consistency Assessment

Jurisdiction	Regulation Topic	Local Regulation Reference	Consistency Assessment	Notes
Coos County – Land Use Ordinance	Coordination (pre-application conference, application review, and/or hearing notice)	Section 5.0.100	Partial	Adopted code says that “agencies and persons deemed appropriate to attend to discuss the proposal” will be invited to participate in a pre-application conference, without specifying transportation and transit agencies. Transportation and transit agencies are not specified in application review or hearing notice requirements
	Site connection to transit stop		No	
	Transit stop improvements		No	
Coos Bay – Development Code	Coordination (pre-application conference, application review, and/or hearing notice)	Section 17.335.100	Yes	While not the same as model language, the intention is addressed; the code requires developers to document coordination with transit service provider.
	Site connection to transit stop	Sections 17.335.090 and 17.335.100	Yes	
	Transit stop improvements	Sections 17.335.090 and 17.335.100	Yes	
North Bend – Municipal Code	Coordination (pre-application conference, application review, and/or hearing notice)	Sections 18.60.020, 17.08.060, and 18.60.040	Yes	Model language is addressed in recommended amendments to Application for a Conditional Use, Preliminary Plat Review and Coordination, and Conditional Use Notice.
	Site connection to transit stop	Section 10.12.140	Yes	Model language is addressed in recommended amendments to Pedestrian Pathways.

Jurisdiction	Regulation Topic	Local Regulation Reference	Consistency Assessment	Notes
	Transit stop improvements	Sections 10.12.150 and 10.12.150(10)	Yes	Model language is addressed in recommended amendments in Improvement Standards.
Coquille – Municipal Code	Coordination (pre-application conference, application review, and/or hearing notice)	Sections 17.80.030(A), 17.80.040(A), 17.80.050(A), and 17.80.060(C); 17.80.030(C)(1)(c); and 17.80.040(C)(1)(a)	Partial	Pre-application conference procedures established for Type II, Type III, and Type IV applications. "Other agency representatives" to participate "as appropriate;" transportation and transit agencies not specified. Transportation agencies must be allowed to "review, comment on, and suggest conditions of approval" for applications regarding proposed development "abutting or affecting their transportation facility." Transit agencies not specified. Road authorities included in notice requirements, transit agencies not included or specified.
	Site connection to transit stop	Section 17.60.030(A)	Partial	Connection to street and sidewalks required, but connection to existing or planned transit stops not specified.
	Transit stop improvements		No	
Bandon – Municipal Code	Coordination (pre-application conference, application review, and/or hearing notice)	Section 17.120.090(A)	Partial	Pre-application conferences required for estuarine and shoreland uses/activities, Commercial Design Standard development, and Planned Unit Development (PUD); no agency participation specified except for Fire Chief for PUDs. Transportation or transit agencies not specified in application review requirements. Hearing notice must be provided to "public agencies, when applicable;" does not specify transportation and transit agencies.

Jurisdiction	Regulation Topic	Local Regulation Reference	Consistency Assessment	Notes
	Site connection to transit stop	Sections 17.94.090(C) and 16.12.080(B)	Partial	Commercial Design Standard development requires connection from primary entrance to sidewalk. Commercial and industrial land divisions must provide Pedestrian Plan. Connections not specified for other development (e.g., Conditional Uses) and not specified to connect to existing or planned transit stops.
	Transit stop improvements	Sections 17.94.090(C) and 16.12.080(B)	Partial	Site design for Commercial Design Standard development "shall provide convenient pick-up and drop-off areas for cars and transit vehicles." Commercial and industrial land divisions must provide Traffic Plan, including coordination with transit "to extent possible." Responsibility for providing and coordinating transit stop improvements not explicit for these types or other types of development.
Myrtle Point – Development Code	Coordination (pre-application conference, application review, and/or hearing notice)	Sections 4.1.030(B)(2), 4.1.040(B), and 4.1.050(C)	Partial	<p>Pre-application requirements not established.</p> <p>Type II application notice to be provided to "any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected agencies." Not clear whether this would include transportation and transit agencies.</p> <p>Type III hearing notice to be sent to "any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected agencies" and Type IV hearing notice to be sent to "any affected governmental agency." Not clear whether this would include transportation and transit agencies.</p>

Jurisdiction	Regulation Topic	Local Regulation Reference	Consistency Assessment	Notes
	Site connection to transit stop	Section 3.1.030(C)	Partial	Connections required between buildings and adjacent sidewalks and rights-of-way; connections to existing or planned transit stops not specified.
	Transit stop improvements		No	
Lakeside – Zoning and Subdivision Ordinances	Coordination (pre-application conference, application review, and/or hearing notice)		No	
	Site connection to transit stop		No	
	Transit stop improvements		No	



7. TMP UPDATE SCHEDULE AND NEXT STEPS

7. TMP UPDATE SCHEDULE AND NEXT STEPS

The TMP should be updated every five to ten years to allow CCATD to prioritize the future, monitor progress in implementing identified projects, update the future financial outlook and planning, and to verify and update the population, land use, and growth trends used to determine and prioritize service enhancements. Next steps should also include policy and code recommendations identified for amendment. It is important to check progress since the last TMP and to realign goals, priorities, and projects based on the new "existing" and "future" systems.

8. REFERENCES

- A. Existing Conditions Memorandum #1
- B. Goals and Policies Memorandum #2
- C. Transit Benchmarks and Monitoring Program Memorandum #3
- D. Unmet Transportation Needs Memorandum #4
- E. Future Service Opportunities Memorandum #5
- F. Financial Assessment Memorandum #6
- G. Online Survey Summary
- H. Onboard Survey Summary
- I. Public Outreach Events Summary
- J. Operator Survey Summary
- K. Model Development Regulation Language

APPENDIX K - MODEL DEVELOPMENT REGULATION LANGUAGE

COORDINATION WITH TRANSIT AGENCIES

1. Pre-Application Conference and/or Application Review

Pre-application requirements:

The [City/County Community Development/Planning Director/City Manager or designee] shall invite [City/County] staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff such as transportation and transit agency staff.

For applications that involve administrative review with notice (e.g., Type II procedures) and quasi-judicial review (e.g., Type III procedures):

Referrals [requests to review and comment on the application] shall be sent to interested and affected agencies. Interested agencies include but are not limited to [City/County] departments, police department, fire district, school district, utility companies, and applicable City, County, and State agencies. Affected agencies include but are not limited to the Oregon Department of Transportation and Coos County Area Transit.

2. Hearing Notice

Notice of a pending quasi-judicial public hearing shall be given by the [City/County Community Development/Planning Department] in the following manner:

At least [twenty] days prior to the scheduled hearing date, notice shall be sent by mail to:

Any governmental agency or utility whose property, services, or facilities may be affected by the decision. Agencies include and are not limited to: [list of agencies appropriate to jurisdiction, e.g., counterpart County or City Planning/Community Development, ODOT, ODOT Rail, ODOT Transit, railroad, Port, school district, other transit/transportation service providers] and Coos County Area Transit.

ACCESS TO TRANSIT AND SUPPORTIVE FACILITIES

SITE ACCESS

3. Access Between the Site and the Street

Pedestrian and Bicycle Access. Developments shall conform to the following standards for pedestrian and bicycle access:

- A. Continuous Pathway System. A pathway system shall extend throughout the development site and connect to adjacent streets, sidewalks, existing and planned transit stops, adjacent properties, and to all future phases of the development, as applicable.*

4. Access to the Transit Stop and Supportive Improvements

Note: These requirements can be modified so that development is not required to provide the physical improvements (if the transit district is providing them) for the transit stop but is required to provide the space and/or easements for the improvements and the connection to the stop.

Transit Access and Supportive Improvements

Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

A. Reasonably direct connection. Connections between the transit stop and primary entrances of the buildings on site shall be "reasonably direct," meaning a route that does not deviate unnecessarily from a straight line or that does not involve a significant amount of out-of-direction travel for users.

1. For commercial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
2. For residential buildings, the "primary entrance" is the front door (i.e., facing the street).
3. For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.

B. Safe and convenient connection. Bicycle and pedestrian routes shall be reasonably free from hazards and provide a reasonably direct route of travel between destinations.

C. Pathways shall be concrete, asphalt, brick/masonry pavers, or another [City/County]-approved durable surface meeting ADA requirements.

D. The primary entrance of the building closest to the street where the transit stop is located is oriented to that street.

D. Easements and/or transit stop improvements (e.g., seating, shelters, and/or lighting) in coordination with the transit service provider and consistent with an adopted plan,

AREA ACCESS

5. Access to Transit Stops from Beyond the Site

Access ways:

Pedestrian and Bicycle Access Ways

The [decision body] in approving a land use application with conditions may require a developer to provide an access way where the creation of a street is infeasible and the creation of a cul-de-sac or dead-end street is unavoidable. An access way connects the end of the street to another right-of-way or a public access easement. An access way shall be contained within a public right-of-way or public access easement, as required by the [City/County]. An access way shall be a minimum of [10]-feet-wide and shall provide a minimum [6]-foot-wide paved surface or other all-weather surface approved by the [City/County decision body]. Design features should be considered that allow access to emergency vehicles but that restrict access to non-emergency motorized vehicles.

Block length:

Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments shall be served by an interconnected street network, pursuant with the standards in subsections (a) through (d) below (distances are measured from the edge of street rights-of-way). Where a street connection cannot be made due to physical site constraints, approach spacing/access management requirements, or similar restrictions, where practicable, a pedestrian access way connection shall be provided pursuant to [____].

- A. Residential zones: Minimum of [200] foot block length and maximum of [600] length; maximum [1,400] feet block perimeter
- B. [Downtown/Central Commercial] zone: Minimum of [200] foot length and maximum of [400] foot length; maximum [1,200] foot perimeter
- C. [General Commercial zone and Light Industrial zone]: Minimum of [100] foot length and maximum of [600] foot length; maximum [1,400] foot perimeter
- D. Not applicable in General Industrial zone

OTHER TRANSIT-RELATED DEVELOPMENT CODE PROVISIONS

VEHICLE PARKING

6. Transit Facilities and Uses in Parking Areas

Parking spaces and parking areas may be used for transit-related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met. Development required to provide park-and-rides shall be consistent with the location and design specifications of the Coos County Transit Master Plan.

7. Carpool/Vanpool Parking

Parking areas that have designated employee parking and more than 20 automobile parking spaces shall provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

8. Maximum Parking Requirements

Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces, pursuant to Table [___], multiplied by a factor of:

- A. [1.2] spaces for uses fronting a street with adjacent on-street parking spaces; or
- B. [1.5] spaces, for uses fronting no street with adjacent on-street parking; or
- C. A factor determined according to a parking analysis.

9. Shared Parking

Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests shall be subject to review and approval through Site Plan Review.

10. Reduced Parking Requirements

Modification of Off-Street Parking Requirements

The applicant may propose a parking space standard that is different than the standard in Section [___], for review and action by the [Community Development Director] through a [variance procedure], pursuant to [___]. The applicant's proposal shall consist of a written request, and a parking analysis prepared by a qualified

professional. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors. The [Community Development Director] may reduce the off-street parking standards for sites with one or more of the following features:

- A. Site has a transit stop with existing or planned frequent transit service (30-minute headway or less) located adjacent to it, and the site's frontage is improved with a transit stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;
- B. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;
- C. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;
- D. Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.
- E. Site has more than the minimum number of required bicycle parking spaces: Allow up to a 10 percent reduction to the number of automobile parking spaces.

11. Parking Area Landscaping

Parking Lot Landscaping. All of the following standards shall be met for each parking lot or each parking bay where a development contains multiple parking areas:

- A. A minimum of [10] percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. The trees shall be planned so that they provide [a partial / # percent] canopy cover over the parking lot within [#] years. At a minimum, one tree per [12] parking spaces on average shall be planted over and around the parking area.
- B. All parking areas with more than [20] spaces shall provide landscape islands with trees that break up the parking area into rows of not more than [10-12] contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than [48] square feet of area and no dimension of less than [6] feet, to ensure adequate soil, water, and space for healthy plant growth;
- C. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within [2] years of planting, not less than [50-75] percent of that area is covered with living plants; and
- D. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than [2] feet from any such barrier.
- E. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.

Screening Requirements. Screening is required for outdoor storage areas, unenclosed uses, and parking lots, and may be required in other situations as determined by the [City/County decision body]. Landscaping shall be provided pursuant with the standards of subsections ___, below:

A. *Parking Lots.* The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between [3] feet and [4] feet.

Maintenance. All landscaping shall be maintained in good condition, or otherwise replaced by the property owner.

12. Parking Area Walkway

A walkway shall be provided through a parking area, connecting building entrances to adjacent sidewalks and streets, in parking areas that have more than 20 parking spaces.

Where a walkway crosses a parking area or driveway, it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crossing may be part of a speed table to improve driver-visibility of pedestrians. If crossings involve grade changes, the crossing shall include ADA accessible ramps. Painted striping, thermo-plastic striping, and similar types of non-permanent applications are discouraged, but may be approved for lower-volume crossings of 24 feet or less.

BICYCLE PARKING

13. Minimum Bicycle Parking Requirements

The recommended language below is a comprehensive set of provisions that establishes not just requirements for the minimum number of bicycle parking spaces but direction for location and design. There is also the option to establish numbers of parking spaces and design specific to short term and long term parking.

Bicycle Parking

A. *Standards.* Bicycle parking spaces shall be provided with new development and where a change of use occurs, at a minimum, based on the standards in Table ___. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant with Subsection [___], the [City/County decision body] may require bicycle parking spaces in addition to those in Table ___.

Table ___		Long and Short Term Bicycle Parking
Minimum Required Bicycle Parking Spaces		(As % of Minimum Required Bicycle Parking Spaces)
Use	Minimum Number of Spaces	
Multifamily Residential (required for 4 or more dwelling units)	2 spaces per 4 dwelling units	75% long term 25% short term
Commercial	2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater	25% long term 75% short term

Table ____		Long and Short Term Bicycle Parking
Minimum Required Bicycle Parking Spaces		(As % of Minimum Required Bicycle Parking Spaces)
Use	Minimum Number of Spaces	
Industrial	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	25% long term 75% short term
Schools (all types)	2 spaces per classroom	50% long term 50% short term
Institutional Uses and Places of Worship	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	50% long term 50% short term
Parks (active recreation areas only)	4 spaces	100% short term
Transit Stops	2 spaces	100% short term
Transit Centers	4 spaces or 1 per 10 vehicle spaces, whichever is greater	50% long term 50% short term
Other Uses	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	50% long term 50% short term

B. *Design and Location.*

1. *All bicycle parking shall be securely anchored to the ground or to a structure.*
2. *All bicycle parking shall be well lighted [to specified lighting level].*
3. *All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. [Bicycle parking spaces shall be at least six (6) feet long and two-and-one-half (2 ½) feet wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet. A five (5) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/ rack of bicycle parking.]*
4. *Bicycle parking racks shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.*
5. *Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.*

6. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall not conflict with the vision clearance standards of Section [___].
 7. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.
 8. Short-term bicycle parking.
 - a. Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.
 - b. If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.
 - c. Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.
 9. Long-term bicycle parking. Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building on-site, monitored parking, or another form of sheltered and secure parking.
- C. Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The [City/County decision-making body] may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.
- D. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall be located so as to not conflict with the vision clearance standards of Section [___].

URBAN FORM

14. Maximum Building Setbacks

Development Standards.

Setback Requirements.

1. Minimum front yard setback: none
2. Maximum front yard setback: [0-10] feet

15. Pedestrian Amenities in Front Yard Setbacks

The [decision body] may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to [Site Design/Development Review] approval.

16. Parking Between the Building and the Street

Parking and Loading Area Development Requirements. All parking and loading areas required under this ordinance, except those for a detached single-family dwelling on an individual lot or unless otherwise noted, shall be developed and maintained as follows:

A. *Location on site. Required yards adjacent to a street shall not be used for parking and loading areas unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance.*

DEFINITIONS

Access way. A walkway or multi-use path connecting two rights-of-way to one another where no vehicle connection is made. OR Access way. Pedestrian and/or bicycle connections between streets, rights-of-way, or a street or right-of-way and a building, school, park, transit stop, or other destination.

Park and ride. A parking area at, adjacent, or near (within 500 feet of) a transit stop where automobiles, bicycles, and other vehicles and mobility devices can be parked by transit and rideshare users. Location and design are guided by the currently adopted transit master plan.

Rideshare. A formal or informal arrangement in which a passenger travels in a private vehicle driven by its owner. The arrangement may be made by means of a website or online app.

Transit center. A type of transit stop where multiple transit lines meet in order to facilitate transfers. A transit center may be developed with amenities including information boards, food and drink vendors, water fountains, and restrooms.

Transit improvements [or Transit amenities]. Transit stop-related improvements including, but not limited to, bus pullouts, shelters, waiting areas, information and directional signs, benches, and lighting. Improvements at transit stops shall be consistent with an adopted transit plan.

Transit-related uses or transit uses. Uses and development including, but not limited to, transit stop improvements and other uses that support transit, such as transit park and rides.

Transit stops. An area posted where transit vehicles stop and where transit passengers board or exit. The stop location and improvements at the transit stop shall be consistent with an adopted transit plan.

